SAILING SHIPS OF THE LONDON RIVER

FRANK·C·BOWEN

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By
FRANK C. BOWEN

AUTHOR OF
"THE GOLDEN AGE OF SAIL"; "FROM CARRACK TO CLIPPER";
"A CENTURY OF ATLANTIC TRAVEL"; THE SHIPS WE SEE";
"A HUNDRED YEARS OF TOWAGE"; ETC., ETC.

Illustrated by
PELHAM JONES

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INTRODUCTION

INTRODUCTION

ALTHOUGH nowadays one seldom sees a sailing ship of more than coasting size on the waters of the Thames—only a few "onkers" on the Baltic firewood trade and still fewer grain carriers from Australia—the history of the Port of London is more intimately bound up with that of the sailing ship than any other port, for in the days when there was more tendency towards specialisation than there is now London was the home of at least four types, each of which was by far the most important afloat in its day. The East Indiaman, the Blackwaller, the China Clipper and the Wool Clipper were essentially London types, each claiming the foremost place for a period, but their pre-eminence stands out against a background of innumerable ships of less distinction and more ordinary type.

London has been the principal port of the country for so many centuries that it is only natural that its sailing ships should form a wonderful historical procession. For many years the Thames built as well as owned ships and even when a vessel hailed from another centre she very often became identified with the London River through trade or ownership, and may reasonably be regarded as one of its ships.

Just when the history starts cannot even be estimated, and there seems now to be little chance of

any further evidence ever being found. Whether London had a pre-Roman trade with Gaul is more than doubtful. Cæsar describes the fine ships which traded between Britain and the Continent, but even the biggest of them were small enough to be beached and the settlements on the South Coast were far more convenient, in those days when a trip across the Channel was an adventure, than the river could possibly have been. In addition there is no definite evidence that a pre-Roman settlement ever existed in London: if there was one it was small and of little importance. The Continental trade that is known to have existed passed alongside it by Watling Street from the Kentish Coast to Verulamium, the capital of Caswallon and his successors, which crossed the Thames by the ford at Westminster. When the capital was changed to Colchester a wooden bridge was certainly thrown over the Thames, apparently on or near the site of the present London Bridge, and that probably laid the foundation of the future port, at first a few huts by the bridge head.

The Roman Era

The fact that Tacitus, writing in A.D. 61, speaks of London as being well known as a commercial centre and thronged with merchants, suggests that its establishment as a port dates from before the Roman Conquest. On the other hand it must be remembered that this conquest was very thorough and that Roman methods established conditions in a very short time which would normally have taken years to develop. There is no doubt that under

DRAKE'S "GOLDEN HIND"

Perhaps the greatest revolution in the history of the sea was the discovery of the means of beating a square-rigged ship against the wind in the fifteenth century; it permitted much longer and more ambitious voyages and changed the whole aspect of shipping. In Britain the enthusiasm of the Gentlemen Adventurers for any piratical or other cruise, and their willingness to take a full part in working the ship instead of being only passengers as the officers were in some countries, led to particularly rapid development which showed itself in the manner in which the British ships were handled against the Spanish Armada.

"GOLDEN HIND"

Roman rule London's commercial importance grew with extraordinary rapidity. Their first settlement was on the high ground between the Fleet River and Walbrook Stream, both of which they used for the accommodation of their ships. As a trading post it was greatly helped by being the road centre of the Roman province: most Continental trade still used the short sea route through the Kentish ports but the roads from these all met and passed through London by Watling Street. To begin with navigators would doubtless be nervous of the navigation of the Lower Thames, far more difficult for shipping then than it is now, but as its dangers gradually became known London was used more and more for the bulk of trades, although there is every evidence that the finer cargoes were still carried by road from Lympne or Richborough. Cargo was handled on the open river banks or in the creeks and hithes of the Thames; at a very early date there was a lighterage service carried on with big open boats so that the organisation of the port was probably quite well developed. It is certain that before the end of Roman occupation a big foreign trade sprang up, export and import, and this required a large number of sailing ships to carry it overseas.

There is, unfortunately, all too little definite information concerning the Roman merchantmen, or "round ships", which maintained the trade in the heyday of the Roman occupation. It is known that these ships attained a considerable size when the Romans had control of the Mediterranean, and that, unlike the men-of-war, they depended upon their sails alone for propulsion. They were much broader

and fuller in body than the fighting galleys, as was natural from their work, and it is believed that the larger ones, which would presumably be the ones to make the adventurous voyage to Britain, ran to about 250 tons burthen. They set the square sail which was typical of all the early trading ships, and above it they carried two triangular topsails alongside one another to form a raffee. They also set a spritsail, which suggests an elementary idea of beating.

The years which immediately succeeded the evacuation of Britain by the Romans must have been very black ones for London as well as for the rest of the country, and all records are missing. It may have been abandoned altogether, but if so the city would appear to have soon regained its position as a trading centre of some importance; by the early eighth century it was certainly doing considerable international trade.

The Danes

By the ninth century this trade must have been very valuable, and the settlement of great importance, if one is to judge by the fact that it was constantly being raided by large forces of Danes, who were far too practical to waste their time on a prize of no value. In the year 851 a fleet of 350 Danish ships, the familiar shallow-draught "long ships" propelled by oars and a single sail, attacked London and after that these raids were almost regular. In 993 they reached Staines without any great trouble, but when Canute made his famous attack in 1016

he had to cut the much-discussed canal from Rotherhithe to Lambeth to get his ships above the fortified bridge. Some suggest that this was the first to be erected, but there seems to be no doubt of the existence of a much earlier one and it would seem that the 993 expedition either passed under the bridge without opposition or else happened to find it broken down, as these early wooden structures must often have been. In 1013 London had been the only place of sufficient strength and importance to repulse Sweyn and Canute, and in 1016 the Danes would only make peace if London maintained them and gave shelter to their ships.

Although the Danes and Vikings are usually popularly associated with piracy only, their occupation of London greatly promoted the trade of the port and it would appear that they themselves had a strong commercial interest. Canute was crowned and lived in London and had a big affection for it; its trade greatly increased under his personal encouragement and the Scandinavian connection, in particular, grew rapidly. Tradition has it that many of his warships were converted into traders, but this probably refers to the English warships, for the Viking "long ships" were quite unsuitable for the purpose. They had numerous ships of burden built on a modification of their warships' design; the Saxons already in England, considering fighting as the secondary purpose, converted merchantmen into men-of-war when it was necessary and they would have been reconverted equally easily. These ships appear to have been of a poor type, designed on anything but scientific lines. They were short and very beamy,

clumsily designed with high bow and stern to overcome the disadvantages of the low free-board amidships. Their single mast carried the one square sail of tradition and they were steered by an oar or paddle over the starboard quarter. By the eighth century the terms "keel" and "cog" had come into use for these vessels, but whether they were interchangeable, or to which type each was applied, has not yet been decided.

Even before Canute's reign the Continental trade of London was obviously steadily increasing and under Ethelred, who married a daughter of the Duke of Normandy, trade with France was encouraged in every possible way and London was its port of entry. In order to please the Normans the English were "encouraged" to drink wine instead of mead, and wine and other French goods entered London free of customs. The export of wool increased until it was really valuable to the commercial community and the king, and the latter made every effort to keep the trade through London as far as possible in order that he might be in a better position to collect the dues which he levied on it.

For the accommodation of this growing trade the hithes were cut in the river bank under the protection of the Roman Wall. Gates had to be cut in the wall to give access to them, hence the frequency with which one finds these primitive docks called "gate"—Billingsgate and Dowgate—as well as hithe, such as Queenhithe. These hithes were very simple, just draw-docks cut into the bank with piling along the sides and occasionally wooden piers projecting into the stream for extra protection and

to check silting. It was only natural that warehouses were soon built round them and the commercial districts of the present day began to appear. Full use was made of such natural hithes as the Walbrook, Fleet and other streams running into the Thames.

The Influence of the Normans

When Norman William conquered the country one of his first concerns was to make it as prosperous as possible, very largely by expanding its Continental trade, and London, his capital, came in for the lion's share through his very powerful influence. Rouen merchants followed him across the Channel immediately after the Conquest and all seem to have settled in London, possibly on account of its trading opportunities and possibly to have the Conqueror's strong arm handy for protection against a conquered people who were bound to identify them with their oppressors.

Whatever the reason, there is no doubt that it was these immigrants who brought great prosperity to the port and caused it to grow out of all recognition; soon its trade was far too large to be accommodated in the hithes and as there was no dock system for some centuries it became necessary to anchor the ships, whose size was rapidly increasing, in the stream and to ferry their cargoes across to the wharves and hithes by means of lighters. Although the wine trade seems to have been by far the most important it was not the only one by any means and the luxurious tastes of the Normans caused the import of any

number of commodities of which the Saxons had never dreamed. Most of these were paid for by the export of British products, of which wool was by far the most important.

At the same time the size and population of the capital grew much more rapidly than the supply services in its immediate vicinity, so that a big coasting trade sprang up at an early date which could not have been long after the Norman Conquest. There is the possibility, though no evidence, that it was well developed in Saxon days. Corn, vegetables and stock were taken to London in a regular stream from the numerous little ports on the Kent, Sussex and East Anglian coasts and this trade was apparently principally in the hands of a very clumsy type of barge.

The Hanseatic League

In the construction and running of overseas sailing vessels the English owners appear to have been most unenterprising and a very large part of the growing trade of London was left in the hands of ships from the Continent. Of these those of the Hanseatic League soon became predominant. Just when this League, of Easterling merchants from Northern Germany, was founded cannot definitely be stated for there is no doubt that it was regarded as being an illegal body by the rulers of the country and in its early days its activities and very existence were carefully kept secret. The Easterling merchants had been given equal privileges with the English as far back as King Edgar's reign in the mid-tenth century,

STUART MERCHANT SHIP

Seaworthy and able to beat against the wind tolerably well, the Stuart merchant ships were expected to go all over the known globe and to carry bigger cargoes and more passengers than their predecessors. Compared with the "GOLDEN HIND" there is not only a considerable increase in average size but better balance of the canvas by means of the sprit topsail on the bowsprit and a general tendency towards making the sail plan loftier and narrower and the topsails more rectangular. This type continued with comparatively minor developments well into the eighteenth century.

STUART MERCHANT SHIP

and they were allowed to have a depôt in London. But whether the actual League was then in existence is a matter of doubt. It certainly was by the thirteenth century, when it was sufficiently strong to scorn secrecy in Germany and to assume sovereign powers abroad; in London it was in a particularly strong position and its ships were among the finest to visit the river.

Although most unpopular with the general public the Leaguers, in their headquarters in the Steelyard which is now the site of Cannon Street Railway Station, were soon powerful enough to fortify themselves and to defy both the merchants and the mob. There is no doubt that they were useful to ports of the commercial community, importing into England all kinds of ship chandlery—masts, pitch and the like—in addition to flax, hemp, linen cloth, wax and steel, while they exported lead, tin, fish, fat cattle and wool. To English shipowners, however, they were bitter enemies for they were always ready to check any possible competition before it had become formidable. Trade was their be-all and end-all and they only interfered with English politics when it gave them the opportunity of increasing their business. Their ships were infinitely better than those of the English and without them the increase in the port's trade must inevitably have been slower.

At a later date their enemies in London found a powerful supporter in Queen Elizabeth, who insisted upon English merchants and shipowners being given the same rights in Germany as the Leaguers had in England. That was the last thing that they wished to grant, but the Queen had greatly improved the

Navy built by her predecessors and the English were not to be coerced under her rule as they had been so often before. The Easterlings temporised and did all that they could to avoid the issue, until in 1598 the Queen gave peremptory orders that all their privileges in England were to be cancelled and the Steelyard evacuated within fourteen days. That decision was modified, but the power of the League in English shipping was broken and from then until the end they were in steady decline.

The Flemings and the Italians

Not far behind the Easterling traders were the Flemings, for the staple of English trade was wool and Flanders had been our best customer for that from time immemorial. Mathilda of Flanders greatly encouraged the trade and brought over numerous Flemish artisans and merchants during the reign of William I. From that time onwards the Flemish trade was one of the most important and the big sailing vessels of the Flanders ports were always familiar in the Thames. Clumsy and leewardly they were, but in size and general qualities they were far superior to the contemporary English ships.

The trade did not always proceed smoothly; during the reign of Edward III the Count of Flanders was influenced by the King of France to unfriendly actions; Edward promptly passed an act prohibiting the export of wool and the import of clothes made abroad. The result was that a number of Flemish experts settled in London and did so well that they

not only satisfied the requirements of the country but started an export trade in woollen goods. Henry VII, anxious to encourage the English Navy and Merchant Service, also checked the Flemish trade but the action proved to be disastrous, prices rose rapidly and the king was glad enough to restore the old arrangement. The trade was finally checked by the enmity between Queen Elizabeth and Spain, who then owned the Low Countries.

Another type of medieval sailing ship of great interest is the Italian galley. These galleys, mostly hailing from Genoa, were fine vessels having a higher freeboard than the war galleys, with a big sheer forward and aft, stepping two or three masts setting tall lateen sails. They were not as good seaboats as the purely sailing types, and their long voyage round from the Mediterranean, principally carrying wines and spices, was mostly hugging the shore. But they made the voyage with the greatest regularity and the English trade was regarded as being of prime importance; in the early days they came right up to the Pool but later the Council of Genoa would not permit them to go higher than Greenhithe, where there is still a Galley Hill to be seen, in order to save their crews the temptations of the metropolis.

Although the merchants of London must have owned sea-going ships before, it is curious that it is not until 1315 that there is any actual documentary evidence of the existence of a single one belonging to London. In that year the *Little Edward*, owned by John Brand, is recorded as taking a cargo of 120 half sacks of wool from London to Antwerp. When

Henry V came to the throne in 1413 one of the first things he did was to encourage the English owners to build bigger and better ships by means of a subsidy. This was at least partially successful although it did not produce anything as big as the Italian, Spanish, Hanseatic and Flemish ships which visited the port.

Coastal Trade and Overseas

Although the English sailing ships trading overseas were apparently insignificant, the coasting trade had developed steadily and the rapid increase in the movement of coal from the North East Coast to London must even then have demanded a large fleet of fairly sizeable ships for their day. From the time of Henry III, at least, this coastal trade was a very busy one, especially in the winter months, and although no doubt a large number of vessels were lost, the manner in which the trade was carried on suggests that the type was by no means insignificant. Unfortunately there is no definite information surviving concerning the characteristics of these vessels, for shipbuilding was regarded as a secret craft to be handed down from father to son and scarcely any artist worried himself about even the finest ships until the fifteenth century, let alone the little colliers.

England, and especially London, received the first great fillip in overseas shipping through the greed of the Spaniards and Portuguese in attempting to keep all the newly discovered lands and seaways as a monopoly for themselves. The discoveries, and

the political events which followed them, revolutionised the old trading methods and introduced infinite new possibilities, but it was soon evident that if the English wanted to share in the advantage they would have to fight for it. Happily this fact coincided with the reigns of a series of sovereigns who saw the value of overseas shipping, and also with the refinement of naval architecture which permitted a ship to beat against the wind reasonably well. There were still new lands to be discovered and colonised, in addition to those in the possession of the Iberians, but they claimed the whole New World and all overseas traders had to be prepared to defend themselves from the Dons. If these circumstances tempted the English seamen to acts of aggression against other flags they were only returning a compliment, and nobody had any scruples about relieving the Spaniard of his gold. It was this lure of gold which had the most influence on ship construction. The merchant only wanted trade and was content if his ship could carry her cargo and sufficient armament to protect herself from attack. The gentleman adventurer, on the other hand, wanted a ship that was as much a man-of-war as she was a carrier and the fact that he was able to pay for her brought the best brains of the country to bear on the problem and improved the design of English ships out of all recognition, far more rapidly than the Spaniards, whose designers were of quite a different type and who aimed principally at size and grandeur. Details of shipbuilding were beneath the dignity of the grandees and the men who built the ships in Spain seldom went afloat in them. At the same

time the Spanish occupation of the Low Countries shifted the financial centre of commerce from Antwerp to London, which greatly helped the shipping industry and the development of new trade routes.

The Reason of the Great Companies

These combined trading and fighting ventures generally required more capital than was at the disposal of the individual, so that the tendency was for the bigger ships to be owned by syndicates of merchant adventurers. When the real size of the problem of establishing English shipping to the new lands was fully appreciated, and the necessity of fighting for every avenue of trade, some better organisation was required than a loose syndicate of merchants, however stable, and the great companies came into existence as a matter of course but could not be expected to take such a risk without being sure of a monopoly. At a later date these monopolies, and the companies' methods of trading, were inimical to commerce and had to be swept away, but in the early days they were the only possible means of doing the work.

The first was the Muscovy or Russia Company, which was really founded by Cabot for the purpose of finding a North East Passage across Asia to India which should be free from any interference by the Turks or any other enemies except Nature. It failed in that purpose, but Richard Chancellor established commercial relations with Moscow in 1554 and in the following year the Muscovy Company was incorporated in London by Queen Mary. It developed

VIKING SHIP OF THE SMALLER TYPE

Not all the Viking chieftains who raided the British coast were able to afford the wonderful "long ships" described in the sagas but all their fighting ships were constructed on the same general principles and their "round ships" used for merchandise were only an adaptation, with the single square sail used for running only and the long sweeps pulled by free men with their shields and arms beside them. The manner in which the Norsemen grasped the essentials of ship design for seaworthiness, and the long voyages that they made in their open vessels, are among the wonders of shipping history.

VIKING SHIP OF THE SMALLER TYPE

a big trade with Russia by way of Archangel and the Dwina, and with the encouragement of Queen Elizabeth flourished greatly.

The Turkey Company was formed for trading in the Levant, the African Company for gathering gold from the rivers in West Africa, and the Virginia Company to develop the plantations of North America. The Levant Company had long had a charter to trade to India by way of the overland route through Asia Minor and Turkey and on this monopoly it amassed great riches, but when the sea route by way of the Cape was proved practicable its purpose was obviously ended and from it grew the greatest of all the London chartered companies, the East India Company.

That was chartered in 1599 to open English seaborne trade to the East Indies, the mainland was not considered in the earliest days, and to counter the monopoly that the Dutch had built up. Originally there were 125 shareholders—merchants, shipowners and gentlemen adventurers—and they sent their expeditions out in fleets for mutual protection. Each expedition was a separate "adventure", and it was certainly appropriately named, for the risks were enormous and although the profits were enormous, too, the whole scheme might easily have resulted in a disastrous failure with the loss of ships, men and money.

The East Indiamen

The earliest ships used for the East Indian expeditions were men-of-war rather than merchantmen, for

the produce of the East bulked small for its value, and speed and armament were regarded as being of prime importance. The number of pitched battles that these ships had to fight against the Dutch and the Portuguese, before they established a right to trade east of the Cape, is full justification of the promoters' ideas; but the trade grew so rapidly, and soon covered so many commodities, that it became necessary to evolve a ship that would have a much larger carrying capacity without reducing her fighting ability and in due course the East Indiaman was evolved as a separate type, for centuries the finest type of merchantman in the world and in England always identified with the London River for, unlike most of the chartered concerns, the East India Company never let its trade be diverted to the outports to any extent and used them for little except the embarkation or landing of passengers and mails.

It must be remembered that at this period the ordinary standard of British merchant ship was not high, far below that of our principal Continental rivals, and really good class ships were very scarce indeed. So when the East India Company needed the best ships to develop its trade it soon found that the owners were demanding monopoly prices, up to £45 per ton, and therefore decided to build its own. In 1607 the Company leased a shipyard at Deptford for this purpose and began by building two really noteworthy vessels. One was the *Trade's Increase*, of 1,200 tons burthen, by far the biggest merchant ship that had ever been considered; while the *Peppercorn*, which was designed to be her pinnace,

had a tonnage of 250, which was the size of quite a respectable merchantman of that day. The Court of the Company found that it could build big ships at not much more than £10 a ton to begin with and planned to do all its shipbuilding on the river, having its own timber yards at Reading and bringing the timber down to Deptford by barge as necessary.

In addition to the shipyard, powder mills and other ancillary establishments were built at Deptford but the other side of the picture was soon shown. The *Trade's Increase* was far too big for commercial work at that date and it was really a blessing in disguise that she was soon lost, while the expenses at the shipyard and in the fleet soon mounted very rapidly. Everybody was willing to rob the John Company and, partly by reason of its constitution, it was practically helpless to prevent it. After a short experience, therefore, the Deptford Yard was confined to repair work, of which there was plenty to be done after a ship had contrived a voyage to the East and back, and instead of owning its own ships the Company chartered the necessary tonnage from individuals known as ships' husbands, usually big shareholders in the Company itself, who built the vessels to the specification of the Court and chartered them to the Company's service, generally for six voyages, at a price which afforded them a big margin although the Company's monopoly left the shareholders plenty of profit too.

So a magnificent fleet was built up, on paper second only to British men-of-war, and in practice very often superior to them on many points. There

was no skimped work and every piece of material was carefully examined. Each ship was given the privateer's Letters of Marque for two purposes; firstly they enabled her to sail without convoy if necessary, and secondly they gave her the right to fire first if she encountered an enemy warship without running the risk of having her people hanged for piracy. The armament of the East Indiaman was much heavier than that of the ordinary armed merchantmen of the day, for they had to take their part as men-of-war against their Dutch and Portuguese rivals as well as against pirates and the king's enemies. But they could not be described as the equal of a well-built warship for, being primarily designed for the carriage of cargo, the gun ports to their 'tween decks were so small that it was impossible to get any considerable arc of training and, heavy as their guns were, they had to wait until their enemy obligingly came within their arc of fire. When the John Company had finished with the services of a fine ship after four or six voyages, and had discharged her as "worn out", she generally had plenty of life left in her for ordinary commercial work; the carriage of troops and Government stores, slaving and, at a rather later date, the transportation of felons.

The West Indiamen

The West Indiamen, which for many years were very much better known in the West Country ports than they were on the London River, were quite different from the East Indiamen. They were far smaller, never much more than 500 tons, and were

not intended to be able to defend themselves to nearly the same extent. They sailed in convoy and trusted to mutual protection and the men-of-war which sailed with them; their existence was always bitterly resented by the Spaniards, who maintained far more powerful squadrons in the West than the Portuguese or Dutch did in the East. At the same time two of their special cargoes, fruit and slaves, were essentially perishable, so that they were given far more speed than most ships of their day. The trade was essentially a seasonal one, and when it gradually came round to London the arrival of the big West Indian convoys inevitably caused congestion which gave the Thames river pirates their chance to loot their valuable cargoes to an almost incredible extent—a loss of twenty-five per cent was quite usual—and led to the West India Docks being built more as a fortress than a commercial dépôt.

The East and West India Docks, built in this way as a check to pilferage on their respective trades, were not the first enclosed docks to be built on the London River. The pioneer was the Howland Great Dock, built in the middle of the seventeenth century, which soon justified itself by the protection that it gave to the ships which happened to be inside it during one of the historic storms, and which is now buried in the intricacies of the Surrey Commercial Dock system. It had many vicissitudes, its present name of Greenland Dock coming from the fact that it was a centre of the Greenland whaling trade during the eighteenth century—luckily there were then very few houses in the neighbourhood

for the business could not be separated from its stench and filth. For many years the British whaling trade, a very considerable one, was practically centred on the London River, making use of a fleet of sailing ships which, with no pretension to beauty, make a very interesting study and were certainly magnificently strongly built. Later the trade left the river altogether and migrated north.

The eighteenth century also saw a great improvement in London's coasting trade, the earliest on the river. Business was increasing steadily and distances were being diminished, but the roads were still in an appalling condition and the sea route was by far the more comfortable—by comparison—and convenient. The smacks which brought salmon down to the London market from Berwick and various points on the East Coast of Scotland were built for speed for the sake of their cargo and thus speed soon came to be appreciated by passengers, so much so that the fish cargoes were forced into a secondary place and then abandoned altogether. The invention of the carronade gun, in 1759, made a big difference. It was the ideal gun for the arming of merchantmen but its transport by road to London and other ports was an expensive and difficult business and the Admiralty was naturally apprehensive about it being carried by sea in the ordinary coaster of the period, for a cargo of carronades would have made the ideal prize for a French privateer. So the Carron Company undertook its own transport—the cannon ball is still to be seen at the mainmast head of all their modern steamers—and built for the trade a very

TWELFTH CENTURY CRUSADER'S SHIP

The two-masted ship of burden which followed the Normans' ships which were only an adaptation of those of the Vikings is a type about which there is very little authentic information. It was fuller bodied than its predecessors, capable of carrying a considerable cargo and having a sufficiently high side for a long voyage. Its sail area was bigger but it was still very primitive in its design. The fore and after castles for the fighting men were shipped when they were wanted and a merchant ship was very easily converted into a man-of-war in that way, while the fighting tops were used both as stations in action and as crow's nests for the lookouts.

TWELFTH CENTURY CRUSADERS' SHIP

superior type of coaster, well armed and capable of beating off most privateers.

The Australian Trade

The Australian trade, which was later to be of such great importance to the Port of London, grew slowly. Owing to the transportation system the first regular ships carrying settlers were mostly convict ships, the majority of them minor men-of-war in the early days, but latterly East Indiamen which were out of their agreement with the Company. In addition a few smaller vessels sailed out to "The Colonies" on charter to the Government or on speculation, generally carrying stores and the necessities of life before the colonies became self-supporting. One of the first of these was the *Cato*, owned by Messrs. Reeve & Green of London, which reached Port Jackson from the Thames with provisions and stores in 1803, a ship of 430 tons. She was followed very soon afterwards by many others whose cargoes were principally provisions but which also carried seal-skins, spirits, haberdashery and other demands of the colonists. There was then practically no homeward trade; at least nine ships out of ten would go up to China or across to India to find a return cargo for London.

A word must be said for the transportation system which, appalling as it was in many respects, made the early development of the Australian colonies possible. Before the War of American Independence British felons, and the term covered much more than the criminals of to-day, were sent to the

plantations but naturally that practice stopped when the Americans were a separate nation and, an attempt to form a penal settlement on the African Coast having failed, it was decided to utilise the unoccupied British territory in New South Wales. The first convict convoy arrived at Botany Bay in January, 1788, a powerful naval squadron carrying 564 male and 192 female convicts, together with a number of store ships, as it was appreciated that the settlement would not be able to live by itself for some time. The ships went to Botany Bay according to orders but Captain Phillip, who was in charge and who was to be the first Governor, found it quite unsuitable for the purpose and although it has given its name to the convict settlements ever since, it was actually never used. The town of Sydney was established as the first headquarters, a few miles from the Bay. Hulks were established in the Thames as dépôts for convicts awaiting shipment and there was soon a big trade in human freight, many of whose offences would nowadays have been met with an admonition or a small fine.

Unfortunately, the highest charter price which the State would pay for the convict ships was usually so low that they only got the worst and most decrepit tonnage. Carelessly framed regulations, very laxly administered, resulted in corruption all round, appalling conditions on the passage and very heavy mortality. Whatever their faults may have been all the felons had brawn, and many of them a high degree of courage as well; without their help it is certain that the Australian colonies could not have got on to their feet as quickly as they did. But they attracted

a number of free settlers as well, the number steadily increasing until it had passed that of the transportees, and naturally the majority of these free settlers objected strongly to the influx of felons. As early as 1830 there was strong organised opposition to the system in New South Wales but it was not unanimous, for many of the more prosperous settlers could not carry on their business without the labour which the convicts afforded. But in 1840 transportation to New South Wales was stopped, although those already there remained until their sentences were served out, and although an attempt was made to revive it during the trade depression of 1849 it was doomed, not only in New South Wales but also in the other states as well.

The Emigrant Business

As the stream of free settlers steadily increased, and their energy and industry built up a trade, so did the number of ships demanded by the colonies and from the first the great majority hailed from London. The magnificent Australian clipper was still a long way away; the ships employed on the trade varied immensely. To begin with most of them were of a very poor standard, sent out on speculation with doubtful prospects of profit and every expense cut to the bone. Passages assisted by the authorities gradually increased in number; sometimes they went out whole communities which had been flourishing in England, led by the Squire or the Squire's son and including practically the whole of the village, and such

settlers demanded reasonable accommodation. Others were paupers who were discharged into Australia by the parish councils and who were often less satisfactory colonists than the convicts. The accommodation offered to them varied but it was seldom even reasonable and was more often scandalous.

Good companies like Wigrams, Greens and Dunbars came into the Australian trade slowly, at first tentatively with an occasional sailing, while they sent the majority of their ships to India or the East, but by October, 1843, the Australian trade had obtained an importance which caused the Admiralty to grant a mail contract to Henry and Calvert Toulmin of London for a service from Gravesend to Sydney by sailing ships. The outward sailings were to be monthly; the homeward "to be fixed later", which meant that everybody was wondering how the homeward voyage would be covered. Outwards the firm was paid £100 per voyage, homeward £150, and the service was to start from Gravesend in February, 1844. Quite a big fleet was soon on this service, a dozen sailing ships varying from the *Sydney* of 310 tons to the *Walmer Castle* of 658. The mails helped pay expenses and made a very useful foundation, although the Admiralty's insistence on regular sailings could be inconvenient and often had to be artfully circumvented. While there was plenty of demand for space for cargo and passengers outward, the homeward voyage with profit remained the problem for many years.

Privateers

Before leaving the period which covers the revolutionary and Napoleonic Wars mention must be made of the London Privateers which, if they have not received the attention of those of some other ports, made an important contribution to the king's forces in successive wars. In the Middle Ages, the early days of privateering, London shipowners were frequently given Letters of Marque, but that was because the proximity of the Court made it necessary to do things regularly and the early privateers' commissions were intended solely to give the individual the right to reimburse himself for losses he had himself sustained, firstly from the individual and later from the flag. As many of these piracies could be laid to the discredit of the Flanders merchants, or to the ships visiting them, London tonnage was very often the sufferer and therefore took out a large number of Letters of Marque. As time went on these were found convenient, firstly for injuring the king's enemies with the minimum of expense to the king, and secondly to cloak operations at sea that were often little, if any, removed from piracy.

The men from the Western ports regarded themselves as privateersmen par excellence, but in each campaign the biggest and most elaborate private men-of-war generally hailed from the London River, together with a hoard of minor vessels from fishing smacks upwards. London merchants of the highest standing regarded privateering as a legitimate business

venture and they had the resources to fit out the biggest and best. George Shelvocke and Woodes Rogers, among the best-known privateers in history, sailed from the Thames in the early eighteenth century. In 1745 London merchants fitted out one of the best equipped privateering fleets on record—*Prince Frederick* (28 guns, 244 men), *Prince George* (20 guns, 134 men), and *Duke* (20 guns, 150 men)—and although the *Prince George* foundered her two consorts brought back a treasure which returned £700,000 to their owners and £850 to each of their seamen. About the same time the *Fame* of London, carrying 50 guns and 380 men, was regarded as the finest privateer in the country; while in 1756 it was the *Terrible* of London, under Captain Death, which fought a famous action with the French frigate *Vengeance* of nearly twice her power, until practically every one of her men was killed. Even the ladies of London joined in the venture, the *Ladies' Resolution* being fitted out from their own resources in 1758, and the river continued to equip and despatch such vessels until the end of the French Wars in 1815. Latterly, however, there had not been so much money in it and more profit in more regular trade.

The Western Ocean Packets

A very important trade, which was destined to lead to one of the most romantic phases of sail, was developed immediately after the end of the Napoleonic Wars and that was the Atlantic "packet" service, in which London had to compete at a disadvantage with the very keen rivalry of Liverpool and the

COLLIER BRIG "REMEMBRANCE"

For many years the coal trade down the coast of England from Northumberland to London was one of the most important under the British flag and the number of collier brigs which it employed is almost incredible. Their hull had few pretensions to grace; it was apple-bowed with a square stern over which the boat was suspended under davits, but they had a considerable sail area and any number of them set studding sails and other flying kites. The square rig demanded a large crew but they were handled magnificently, often contriving the awkward passage up the River Thames against the wind by tacks and stern-boards.

"REMEMBRANCE"

Channel ports. There had, of course, been regular communication with the New World long before that; the transportation of felons and political prisoners to the Plantations has already been mentioned, and in the eighteenth century the Post Office had established a regular mail service with their little packet brigs, popularly known as "coffin ships", which carried a few passengers in circumstances of great discomfort. In 1805 the Boston Importing Company had started a private service between Boston, Liverpool and London, the pioneer ship being the *Sally*, of 323 tons, followed by the *Packet* and *Romeo*, but the company was soon in difficulties on account of the War and closed down. Then came the Anglo-American War of 1812 but when this ended, at practically the same time as the Napoleonic struggle, both countries were ready for trade and a large transatlantic business very soon sprang up.

There was plenty of cargo to be exchanged and the great nineteenth century wave of emigration was starting from war-wracked Europe, so that there was plenty of opportunity for the new service and although Liverpool, making great efforts, soon put herself into the premier position, there was a big opportunity left for London; the trouble was that the ships were almost entirely American. It was a trade in which speed counted for more than in any other; the ship which could reduce the time wasted on the way to the Land of Promise was the popular one and American shipping and original reputation for speed, founded on the necessity of smuggling if he wanted to trade with the Spanish colonies, had been greatly

enhanced by the privateers built during the two wars with Britain and the trading ships which were beginning to venture into all corners of the world.

The most prominent of the packet companies running to London in the early days was John Griswold's Black Cross Line, which started with such ships as the *Sovereign*, *Cambria*, *President* and *Hudson*, and which was eventually taken over by Captain E. E. Morgan. They were quite small vessels, not more than 500 tons in the early days, but were soon running in the keenest competition with Grinnell Minturn & Co's Swallow Tail Line which, established from Liverpool, started its London–New York service in 1823. The Liverpool ships had a blue and white swallow-tail flag, while for those running from London it was red and white; the first London fleet consisted of the *Corinthian*, *Cortes*, *Columbia*, and *Brighton*.

These Atlantic packets, which were some of the finest vessels of their day in spite of the fact that they did not approach the East Indiamen in size, sailed from St. Katherine's Dock, the most up-river dock in the London system and one that is now regarded as being useful only for coasters. As the business increased it collected quite a number of auxiliary trades into the Wapping district, for the fare included transport and drinking water only; the emigrants had to find their own food, bedding and everything else. Conditions were often appalling and the chandlers of Wapping were, unfortunately, ready to take full advantage of the innocent emigrants, just as were the ships' people on the way across and any number of harpies in the New World.

The End of John Company's Monopolies

While the American packet ships, very soon vastly improved by keen competition, were effecting a revolution in the West, affairs were changing in similar fashion in the East. The East India Company had been granted a monopoly in the Indian trade when it was founded at the end of the sixteenth century and in 1773 it had received another to cover China, of immense importance on account of the growing taste for tea. Without this protection the trades could not possibly have been started, but towards the end of the eighteenth century these monopolies, and the methods which they produced and perpetuated, were the subjects of very bitter complaints by economists and others. Without competition freights were high and there was waste everywhere; the East Indiamen were wonderful ships but everybody was willing to rob the Company and their methods afforded every opportunity.

The first success of those who worked to break the system was in 1793, when the Indian trade was thrown open to private persons provided they employed the Company's ships and worked in conjunction with the Court. In 1812 a very strong movement was started which succeeded in 1814, when the Indian Monopoly was abolished altogether, although that from China remained until 1833, when the Company lost that also, following a long agitation by everybody connected with the trade.

This last loss compelled the Company to give up the trading vessels which it had been latterly

acquiring and they were hurriedly sold for whatever they would fetch. Many of the big armed ships were unsuitable for any other ownership and were soon broken up but others had many years' service in private ownership.

From the fact that the East India Company did not lose altogether its monopoly until 1833 it must not be thought that it had no rivals in the trade; "interlopers" there were in plenty and they had long contrived to filch a considerable part of the Company's valuable business at the risk of being treated as pirates if they were caught. The Company maintained a fleet of armed ships to run down such interlopers, so that, as with the American colonists who broke into the Spanish monopoly in the West Indies, it became necessary for them to build for speed and merchants began to realise that this speed could be exceedingly useful. The Court was not to be moved; their ships snugged down to topsails every night and made a most leisurely progress to and from the Indies; they had their custom and they were not going to alter it for any new-fangled ideas of hurry.

The Blackwall Frigates

So when their fleet was dispersed, and was replaced on the Eastern trade by a number of private London shipowners, of whom many already knew the Indian trade in the capacity of "ships' husbands" to the Company, the greatest change was in the matter of speed and ships were built and run for a speed which had not been dreamed of before. In general lines

they followed the old East Indiamen for some years, although they were not quite so heavily built, their underwater bodies were fined and their rig made lighter and more lofty. The differences steadily grew and a distinct new type began to develop which was essentially connected with the London River, known as the "Blackwall Frigates" from the fact that most of the early ones were built at the Blackwall Yard which was so closely connected with the East India Company.

These Blackwallers were magnificently built, although their comparative shortness and absence of sheer made them less pleasing to the eye than many of their contemporaries, and there grew up among their people a tradition that to lose gear aloft was something of a disgrace, in contrast to the clipper ship men who regarded lost spars as an outward sign of their willingness to hang on to every stitch of canvas until the last minutes and rather gloried in it. The Blackwallers made one voyage a year to the East and back, but it was always completed well within the year, whereas those of the East Indiamen, although nominally annually, generally lasted well over the twelve months. At a later date, when the Australian trade was booming while that from India was declining, many of the frigates were diverted to the new run, which they ornamented as the aristocrats of the Merchant Service just as they had the Indian.

The building of the *Seringapatam*, in 1837, marked the first great change in the Blackwallers, for she not only advanced the standard size by 200 tons but did away with a lot of the old man-of-war fitting

of the East Indiamen and with finer lines had great improved speed. The experiment, in the late 'thirties of auxiliary steam with paddles that could be unshipped in a fair wind was not so successful and was very speedily abandoned.

London Shipowners

The Blackwallers brought a number of very fine names into prominence in London shipping. Outstanding among them were the Greens and Wigrams. George Green started his apprenticeship at the Blackwall Yard, which was then owned by John Perry, in the year 1782, and was eventually taken into partnership after marrying Perry's daughter. Sir Robert Wigram, who had started as a surgeon in the East Indiamen and had acted as ship's husband to a number of the finest, came into the business by buying the Perry shares when he died in 1810, and the Greens and Wigrams together built many particularly fine East Indiamen in the last days of the Company. They also ran a number on charter and when the Indian monopoly was lost, in 1814, they were able to put suitable ships on to the service at once. As they did not always see eye to eye with one another, and as there was plenty of money to be made, they each built ships for themselves as well as in partnership, so that there were really three branches—Greens, Wigrams and Green, and Wigram—in keen competition with one another. As a rule the ships were built in pairs to similar design, one for Greens and the other for Wigrams, and this extraordinary procedure was continued more

ATLANTIC PACKET SHIP

EARLY NINETEENTH CENTURY

Although the packet class was ultimately to include some of the finest clippers afloat, the earliest examples, which were commissioned soon after the end of the Napoleonic Wars, were anything but clippers but heavily built full-lined ships of moderate size whose hulls were designed primarily for the purpose of carrying a large number of emigrants with the fresh water which was always a great problem and also a reasonable amount of cargo. It was not until the early steam liners were taking the cream of their business that the American designers evolved extreme clippers for the packet trade, but they were not nearly as comfortable as their frigate-built predecessors although they cut down the voyage considerably.

ATLANTIC PACKET SHIP

or less until the final explosion broke up the partnership altogether and divided everything into two—the shipyard with a high wall and priceless models with a saw.

Other owners were Messrs. T. & W. Smith of Newcastle, who first built ships for Greens and Wigrams when their demand was beyond the capabilities of the Blackwall Yard and who came into the shipowning business between London and India in the early 'thirties, maintaining a big establishment in London. They refused to be attracted by the Australian trade and remained on the Indian run until sailing ships were killed by the opening of the Suez Canal. Joseph Somes was a ship's husband to the East India Company so had the necessary tonnage when their monopoly ended. Duncan Dunbar succeeded his father, who was already a shipowner on a large scale, in 1825 and was one of the first London shipowners to encourage the building of high-class sailing ships of teak in Burma. When Dunbar died, a bachelor, in 1862, several of his ships went to Messrs. Devitt & Moore who put them on to the Australia run.

The Introduction of the Tug

These altered conditions in the London sailing ship world led to the birth and development of the steam tug. Originating on the River Tyne during a strike of keelmen, when a locomotive from one of the collieries was mounted on a keel to tow a number of others, the tug was soon recognised as a great help to the colliers who were frequently wind-

bound in the Tyne for weeks at a time, while the price of coal in London was rising to famine level. The idea was taken up with enthusiasm and quite a number of small wooden paddlers were built; other ports adopted them according to their requirements and in the 'twenties they began to appear on the London River. Most of the early Thames tugs were brought down from the Tyne, and it is to be feared that the cunning Northerners took full advantage of the Londoner's ignorance of the subject by unloading on to him the poorest material; the second tug on the Thames is described as having so little power that she could not stem the tide by herself, far less tow a ship, and the best of them had such small bunkers that in its early days towing was confined to the river above Limehouse. Later the limit was extended to Blackwall and then to Gravesend, but it was a good many years before the tugs were able to take ships to sea. But even in the river they were able to save an immense amount of time at the beginning and end of the voyage, when time was generally wasted, and helped the sailing ship materially in her struggle with the steamer.

The First Clipper

In the early days that struggle was principally in the coastal trades, for which most of the pioneer steamers were built. The old smacks which had carried passengers between the east of Scotland and the Thames, and the schooners which were only a small improvement on them, in time gave way to

the first true clipper sailing ships to be built, for whom the credit must go to Hall of Aberdeen. The name "Baltimore Clipper", and the reputation for speed earned by the American builders from their Colonial days onwards, generally sends the credit for the introduction of the clipper ship to the United States, but although they later earned a wonderful reputation with them, and built many of the finest in the world, there is no doubt that the first hailed from Hall's Aberdeen Yard and was designed for the coasting trade. She was the schooner *Scottish Maid* of 1839, and was followed by the *Rapid* and many others. Even when steam became quite general such clipper schooners were retained for the winter service when the steamers were laid up.

The clipper features which had proved so useful on the coast were soon applied to the fruiters which brought their cargo from the Mediterranean and the Western Islands to the London River. There was quite a big fleet of them and they made some astonishing passages; the great majority of the ships came from the West Country, mostly owned in Dartmouth, Salcombe and Fowey, but the greater part of their trade was to the Thames. The schooner rig was by far the most popular but there were barques, barquentines, brigs and brigantines to be found, all smart sailers or they would not suit the fruit trade, and particularly weatherly. In the mid 'forties there were between two and three hundred of these fruiters, only a few of them being over 150 tons and most of them in the neighbourhood of 100. Copper fastened and sheathed, they had beautiful lines and had the reputation of being the only sailing vessels able to

beat through the Gut of Gibraltar against a strong Westerly wind and tide. Naturally enough there was very keen rivalry between them and some of their races and sailing performances are traditional.

Another very interesting London trade which employed a number of ships was the ice trade, started by *The Spring*, which was chartered to carry a cargo of natural ice from Norway in 1822, in imitation of the New England trade in Wenham Lane ice which started in 1805. The popular legend goes that she was held up by the Customs officials, who were puzzled at finding no mention of ice on their list, until they finally decided that it came under the heading of dry goods, by which time the entire cargo had melted into water, but the less romantic truth is that a duty of twenty per cent *ad valorem* was imposed at once and the ice was sold in small lots to a very large profit after £12 per ton had been refused for it. After that the trade became very important, the ice being cut in Norway during the winter and stored in specially built ice houses until it was required for shipment. It not only found a large market ashore but, coming at the time that it did, it encouraged trawling over much larger areas and the fishing industry benefited immensely. At first ice was carried in good class ships, but later it came to be practically the last trade of a sailing vessel, generally under the Norwegian flag, before she went to the scrappers.

The Repeal of the Navigation Acts

Perhaps the greatest milestone in the history of sail was the repeal, in 1849, of the Navigation Acts passed by Cromwell in imitation of previous measures. They had kept foreign ships out of the steadily growing trade between British colonies and the Motherland, and had checked the purely carrying trade under foreign flags by insisting that imported goods should only be carried in British ships or in the ships of the country producing the goods. Thus the Americans, who had been improving their tall clippers rapidly, were unable to use them for carrying tea from China to England, although their speed would certainly have secured them plenty of business which would have filled in that leg of their voyage round the world most satisfactorily and economically. The tea trade wanted the faster transport badly and complained, on good grounds, that the British shipowners were content to take advantage of their privilege to provide "tea wagons" which were not very much faster than the East Indiamen. But immediately the Navigation Acts were repealed the American clipper *Oriental* lifted the first cargo of tea to be carried by a foreign ship and by making a passage of 97 days from Hong Kong to London caused a great sensation and proved the wisdom of the move.

It was obvious that ships that could make passages of that sort would get the cream of the valuable China trade and the Americans appeared to have the advantage. But the British designers who had

introduced the clipper principle ten years previously were quite capable of adapting it to the bigger ships required for overseas trade and very soon the British clipper was at least comparable to the American. With her raking stem and stern post, her fine lines, her lofty ship rig and enormous spread of canvas she was a thing of beauty to the eye and, given the conditions which favoured her, she was capable of making wonderful passages. But she carried a very small cargo compared with her tonnage and could only cover her expenses when special freights were to be earned. The extreme clipper could easily be beaten in certain circumstances by the fuller-lined and more powerful carrying ship but she usually gained on the passage by her ability to "ghost" through the water in the lightest of airs.

The China Clippers

The clippers employed on the China tea trade were always of comparatively small tonnage through the requirements of the business, but speed was everything and some remarkable designs were evolved. Naturally there was the keenest competition between the British and the American ships, competition which was increased in 1857 when a premium of £1 per ton was offered on the cargo of the first tea ship to dock in London, a premium which lasted for eleven years and which brought into being the famous tea races. By the 'sixties the British ships had the field to themselves, partly because they had won their position by improved design and partly because the Americans had become more interested

HANSEATIC COG ABOUT 1480

In the fifteenth century the Spaniards and Portuguese in the South, and the Flemings and Hanseatic Leaguers in the North, were building ships which were infinitely superior to those of the English, and with them they were capturing the cream of London's trade. The Hanseatic Leaguers, although primarily traders, had made their position entirely by force and had to maintain it by the same means, so that their merchantmen were all efficient fighting ships. The complete embodiment of the old after castle into the hull of the ship, and the partial embodiment of the forecastle, was a great advance in naval architecture and led to still greater progress.

HANSEATIC COG

in their own strictly protected intercoastal trade and, finding plenty of opportunity of profit on land, had never made up the shipping losses of the Civil War.

The China clippers were among the most romantic sailing ships connected with London and the "China birds" who manned them were among the finest seamen. Nearly all the ships were wood or composite built, for it was held that iron-hulls spoiled the flavour of the tea, and the design was gradually improved until the end of the 'sixties when it reached its high water mark in the *Thermopylae* of 1868 and the *Cutty Sark* of the following year. In 1869 the Suez Canal was completed, which meant the abrupt end of the development of the China clipper, for the Glen and other steamers, making use of it, put the best of the clippers' performances completely in the shade and secured the whole of the trade.

The Australian Clippers

Happily there was, for a time at least, good opportunity on the Australian trade for the clippers which were thus surplus on the Eastern run. Gold had been discovered in large quantities in 1851 and immediately caused a great rush of emigrants. The steam machinery of that day was very extravagant and, although the steamer had contrived to push its way into most corners of the world, it found the long run across the Indian Ocean, without intermediate coaling stations, a very severe test. So the direct passenger service across the Indian Ocean to Australia was one of the last on which the sailing ship was ousted by the steamer, which for many years

had to charge such high prices to cover her expenses that the older type still found valuable business.

Sailing ship owners were thus in somewhat the same position as they were on the China trade, able to build extreme clippers on account of the freights to be earned, and after the first discovery of gold there was such a rush of passengers that the British shipyards were quite unable to satisfy the demand for the immediate delivery of first-class clipper tonnage, and some owners were forced to take their business across the Atlantic to the yards in British North America or to American builders like Donald McKay. Such owners mostly hailed from Liverpool, which thus obtained a premier position in the Australian emigrant business, although there was plenty for all. First-class London firms like Greens, Wigrams and Dunbars transferred many of their best ships from the Indian to the Australian run and there were none finer, although the demands of the impatient gold seekers soon caused their lines to be improved for greater speed. Alongside them new firms grew up, without their traditions but run on good principles, and then unfortunately there were dozens of other firms, or individual owners, who ran ships on the Australian trade in a manner that was certainly not creditable. It was a case of making what they could while the opportunity lasted; the emigrants were carried in appalling circumstances, the ships were starved in every way and it was not surprising that the whole crew would very often desert for the gold fields and former convicts—not always really "former"—would get big money to help bring the ships back to London.

The Wool Trade

When the first Gold Rush had died down the character of the Australian trade was changed, but it was not very greatly reduced for the emigrants, although reduced, were still very numerous and were developing the land to produce homeward cargoes. The softwood clippers that had been imported from the United States and B.N.A., were unsuitable for the trade as it settled down, but the hardwood ships built in Britain, and later, those of iron and steel, were admirably suitable for several decades, carrying passengers, supplies and minor luxuries out and bringing back Australian produce, principally wool. Quite a number of the crack tea clippers were transferred to this trade, in which such firms as Anderson's Orient Line, the Aberdeen Line, Devitt & Moore and Messrs. Elder & Co. had important places. Just as the China clippers had raced home with tea, so the wool clippers raced to get their cargoes into the first wool sales of the season in London and their passages were followed very keenly by everybody in Australia, whose people to this day have a more genuine enthusiasm for ships than any others in the world.

The wool was screwed into the holds and the successful master was not only the man who made fast passages but who also contrived to load a few more bales than his rival. Iron clippers were introduced into the trade in the 'sixties but by the time steel-hulled sailing ships had come in the clipper was out of fashion; the economy of the steamer had

improved sufficiently to permit her to tackle the Australian trade on a large scale and the sailing ships in demand were powerful full-bodied cargo carriers, their rig cut down and adapted to the greatest economy in men and their passenger accommodation gradually giving place to cargo space.

The New Zealand trade from London was very similar to the Australian in its outline except that, immigration into the Dominion always being more restricted and carefully regulated, there was not the same volume of passenger traffic to be covered and the wool produced for export was less. So the typical New Zealand sailing vessel was a smaller ship than the contemporary Australian but when similar rivalry grew up on the trade, particularly between Shaw Savill & Co. and Henderson's Albion Line, which two firms were later amalgamated into the Shaw Savill & Albion Company but still had to face the competition of the New Zealand Shipping Company, she was as fine a little ship as was to be found anywhere. At the beginning of the Dominion's meat trade, in the early 'eighties, a number of sailing ships were fitted with refrigerated plant and put on to it but they soon had to give place to the steamer.

It was very largely the Australian and New Zealand sailing ships which made it commercially worth while to improve the steam tug. There was a boom in the towing business during the Crimean War of 1854–56 and tugs were built for London owners to take advantage of it which were later not only able to handle the biggest ships on the river but which also saved the sailing vessels' time by towing them down Channel as far as the Downs, where they would

anchor and wait for the next homeward bounder and save her many hours. Then competition got keener and the tugs began to work further down Channel to be first to bargain; the business of "seeking" had commenced. It was the most romantic phase of the history of towing and it gave birth to any number of stories of the tug man's ingenuity in getting the better of his rivals and working just a little further down Channel without going so far down that he had no coal left to perform the tow. For many years these tugs were paddlers, growing to a large size, but in the early 'eighties the screw tug was perfected for sea work and, by her greater economy, she gradually ousted her older rival, although it was at a time that the sailing ship was having to cut expenses more and more and naturally the tug owners' prices were similarly cut.

Tramping

The steady improvement of the steamer was naturally making things very difficult for the sailing ship. She was always threatened by the time limits mentioned in charters, a very elastic one when practically all the world's cargo was being carried under sail but strictly enforced when the steamers could be relied upon to keep time. All the passenger business gradually went to steam so that the sailing ships had to rely entirely on the cargo business and it was necessary for them to carry as much as possible as cheaply as could be contrived. The design was therefore adapted by necessity and the "steel boxes" came into being, carrying large cargoes and having

a sail plan adapted to the smallest possible crew. The old shellbacks said that they were built by the mile and cut off in lengths as required, but they were the only sailing vessels that could hope to find a living.

The years between 1900 and the outbreak of war saw plenty of sailing ships in the London River, but they were not nearly so romantic as the old-timers. They were employed in innumerable trades. At the beginning of the century there were military stores for the Boer War and railway material for numerous countries which were still developing their communications. Coke from the London gas-works to various points on the Continent employed a number of smaller ships. Wool and wheat were still carried in sail, occasionally cattle and, although not so often to London, case oil, jute and other commodities. The coastal coal trade was rapidly turning to steam but still employed many of the old-timers. It became more difficult to get crews of prime seamen; the old sailor who signed on at an almost legendary age disappeared with extraordinary rapidity, and the sailing ship was obviously fighting a losing battle but fought gallantly.

Right down to the War a favourite trade triangle was general cargo from London to Sydney, from Sydney to Newcastle, N.S.W., in ballast, there to collect a cargo of coal either for China, which still supplied sailing ships with a certain number of homeward cargoes, or else to the West Coast of South America, where the nitrate trade was still almost entirely covered by sail. This nitrate trade was started by the British but it was our custom to use

ROMAN MERCHANT SHIP

The Roman trading community was not as anxious to keep all its operations secret as the Phœnicians were and tolerably good impressions have been found of the merchant ships of the day, with the raffee topsails which did not come into use in the North of Europe until many years afterwards, the lanyard rigging, bowsprit and several other refinements which proved the care with which they studied maritime problems. The high stern shown in the picture is typical of the Mediterranean seafarer's dread of being pooped by a following sea and is confirmation of St. Paul's narrative of casting four anchors over the stern, for the ship would obviously ride most comfortably in that way.

ROMAN MERCHANT SHIP

the poorest and slowest ships for it until the French and Germans realised its value and, by employing really good tonnage, secured the cream of the business. This trade was really killed by the opening of the Panama Canal, just as the tea trade had been killed by the Suez Canal, although actually the last nitrate cargo in sail from the West Coast to Great Britain was carried by the *William Mitchell* from Tocopilla to London in 1927.

The timber trade across the Atlantic, which in its prime had not only included softwood from Canada but mahogany and logwood from Central America and the West Indies giving business to a large number of smaller vessels, formerly offered valuable business to the sailing ship, but she was ousted by the steamer and only the shorter Baltic trade remained to her. The logwood trade lasted until quite recent days, but not to the Port of London.

The grain trade was also of prime importance. One of its later phases was from San Francisco, where there was an enormous quantity to be lifted by sailing ships in the latter part of the nineteenth century. Unfortunately, as far as British ships were concerned, all the profit of this trade disappeared when it attracted the attention of the big French sailing ships which were so generously subsidised by their government that they could sail practically all round the world, certainly to California, without a ton of cargo and still show a handsome profit for their owners. With this advantage, of course, they were able to underbid the British owners who had to consider the cost of the outward voyage in ballast.

The War and After

During the War an enormous number of sailing vessels were sunk by German submarines before they were put on trades which kept them out of harm's way, and after the War business circumstances had so altered that they could not hope to compete with the steamers and motorships and were therefore sold in dozens for what they would fetch. For one thing the older generation of seamen, trained in sail, had disappeared almost entirely and the manning difficulty was very great.

Nowadays the very appearance of the sailing ship in the London River causes quite a stir among shipping enthusiasts. The coasting trade is limited to an occasional schooner, generally carrying China clay to one of the industrial establishments, and to the beautiful old red-sailed barges which, hard hit as they are by motor craft, still exist in large numbers. Sailing ships on the Baltic trade only carry the short sawn timber generally known as "firewood", although actually most of it is used for making packing cases and light cheap furniture. On the Thames they are always called "onkers", although nobody has discovered the derivation of the name. Finally there are the few remaining big ships, nearly all under the Finnish flag and owned by Captain Gustaf Erikson of Mariehamn, which are still able to find a precarious livelihood in the grain trade from the various South Australian ports where conditions are not favourable to steamers. They do their best to make a race of the homeward journey and put into

Queenstown or Falmouth for orders, for their cargo has probably changed hands a score of times while they have been at sea. A fair proportion receive instructions to discharge in the London River where they are always sure of a welcome, even though they are only a sad reminder of the departed glories of which this introduction only claims to be a very brief outline.

THE "ALFRED"
(1845)

Wooden ship, built 1845 by Richard and George Green of Blackwall for their own service. Dimensions, 175 by 40·5 by 23·5 feet depth of hold. Gross tonnage, 1,350.

Most of the ships built and run by Green of Blackwall were known as the Blackwall frigates but the *Alfred* was, in fact, laid down as a naval frigate but condemned as obsolete before launch through the introduction of the paddler. Except for minor fittings and some adaptation of her sail plan to the needs of a mercantile crew, she remained very much a frigate to external appearance until the end.

"ALFRED"

THE "ALFRED" (1845)

GREENS, of Blackwall, owned some very famous ships in their long career on the London River, both during and after the period in which they were associated with Money Wigrams, but there are few of their old-timers which were more famous than the *Alfred* of 1845. She was built by Richard and George Green at the Blackwall Yard, and was apparently originally laid down as a 36-gun frigate for the Admiralty, but the advent of the paddle frigate having caused some doubt as to the utility of the old type, she was sold to Greens on the stocks.

Anyhow, she was an excellent vessel in every particular, and her tonnage of 1,291 by the old measurement, 1,350 by the new, on dimensions 175 by 40·5 by 23·5 feet depth of hold, made her the second biggest ship of Green's fleet in her day. According to her register she was a wooden full-rigged ship, having two decks and a spar deck with square stern and quarter galleries, a coat of arms making a very fine figurehead. As was invariably the case in those days, of course, she had single topsails and was very heavily canvassed, but in spite of the lines of her hull, which appeared very clumsy beside those of the clippers that followed her, she was an excellent sailer and could carry on when the clippers were smothering themselves and forced to snug down or to lose spars.

She was designed to carry both cabin passengers and emigrants, and although the quarters for the latter left a good deal to be desired in the matter of comfort or even common decency, her cabin accommodation was remarkable for a ship of her size and type. The heavy single topsails required a good deal of handling, and when she came out there was a positive glut of seamen on the market, so that she was very well manned and went to sea with a crew of ninety, of whom no less than forty-one were able and ordinary seamen.

She was launched at the Blackwall Yard by the wife of Sir G. Ryan, Chief Justice of Bengal, on the 8th of April, 1845, and was then towed to the East India Dock for fitting out. Like most big ships of her day, her 64th shares were fairly widely distributed, her first registry giving thirty-two as owned by Richard Green, eight by George Green, eight by Frederick Green, and eight by Captain Alexander Henning, who was appointed to her command. Almost immediately afterwards transfers began to be made, and various people had money in her, although Richard Green always kept the controlling interest, and she is invariably regarded as one of his ships. Henry Green acquired an interest within a few days of her launch, and soon afterwards four shares were sold by Richard Green to F. Green and Company, ship and insurance agents of Cornhill, who were to become very well-known on the London River at a later date.

Designed primarily for the Indian, although best known on the Australian trade, she had various odd jobs, the Autumn of 1847 seeing her noted as the

biggest ship to enter the port of Alexandria with new boilers and machinery from Liverpool for the Viceroy of Egypt's steam frigate *Nile*. Captain Charles Wiltshire relieved Captain Henning from July, 1849, to June, 1850, when the old man came back, and had her until relieved by Captain Edward Voss in 1852. During his command Captain Lecky, author of *Wrinkles on Practical Navigation*, sailed in her as a midshipman, but it was only for a very short time.

Unlike most ships of her type, she was not taken up as a Crimean War transport, but in 1854 Captain Voss was succeeded by Captain William Pope, who bought four of Captain Henning's shares soon afterwards. She was taken up as a trooper after the Indian Mutiny and bringing home a big detachment of the 48th Regiment she had a terrible passage. Within a few hours of leaving Calcutta eleven men were killed by lightning; near Madagascar she ran into a cyclone and within twenty-four hours was driven back the whole distance that she had made in six weeks. A fire was the next incident, and it was only by the united efforts of the crew and troops that the outbreak was suppressed. Finally she met with foul winds, and took six weeks from the Chops of the Channel to London.

After Captain Pope she had several masters, but none of them as distinguished as the old-timers, while the Green family periodically took the opportunity of purchasing any shares which had passed out of their hands. In 1862 she was re-surveyed by Lloyd's, and after certain repairs was re-classed A 1 for a further eight years, running regularly

on the Australian trade after that, and making some excellent passages, generally to Hobson's Bay, where she is still spoken of after the custom of the Australians who love the old sailing vessels so well.

But her days under Greens' flag were numbered, and on the 16th June, 1864, she was privately sold to Bremner & Co., of Great St. Helen's, for £6,500. They retained her last master under Greens' flag, Captain George Tickell, and kept her on the Australian trade, but she did not last long with them, and went in 1866.

THE "ARCHIBALD RUSSELL"
(1905)

Steel, four-masted barque, built 1905 by Scott's Shipbuilding & Engineering Co., of Greenock, for J. Hardie and Co., of Glasgow. Dimensions, 291·4 by 43·2 by 24·1 feet depth of hold. Gross tonnage, 2,385. Nett tonnage, 2,181.

By the time the *Archibald Russell* was built in 1905, the pressure of steam competition had forced the sailing ship to consider economy in every direction, particularly in the number of hands employed. The divided and comparatively low sail plan, the buntlines to lessen the work on the yards, the triangular spanker and the comparatively short combined bowsprit and jibboom were all designed with economical manning in view.

"ARCHIBALD RUSSELL"

THE "ARCHIBALD RUSSELL" (1905)

THE *Archibald Russell*, which is still afloat, has a particular claim on the affection of those who love the old sailing craft, for she was the last sailing vessel to be built on the Clyde. Scott's Shipbuilding and Engineering Co., of Greenock, now better known for the big motor-ships, built her in 1905 for Messrs. J. Hardie & Co., the managing owners. Members of the Russell family were interested in her and she was named after their father, it being the current tradition in sailing ship circles that a clause was put into the bill of sale that this name should never be altered.

In general design she is very much like the *Hougomont* and *Nivelle*, built by Scott's at the end of the nineteenth century, and was a steel four-masted, three-decked barque with dimensions 291·4 by 43·2 by 24·1 depth of hold, giving her a gross tonnage of 2,385. Her dead-weight capacity is 3,930 tons on a draught of 21 feet 7½ inches. She is a fine roomy ship, with all the latest labour-saving devices fitted into a sailing vessel and quarters above the average. Her maiden voyage was from Port Talbot to Iquique, her first master being Captain Lowe. She did the run in 103 days, and then went to Sydney in ninety-one. Returning, she made the passage from Sydney to Falmouth for orders in ninety-three days and then went tramping on all the trades left to a sailing vessel,

principally on the Australian and South American routes.

She had been fitted with bilge keels, which were rather a novel experiment on a full-rigged sailing ship but on the other hand, having no keel in the ordinary way, she was poor when she encountered head winds, and made a lot of leeway which was very conspicuous when she was in company with other ships. But when the wind was well aft she had quite a remarkable turn of speed and would leave ship after ship hull down astern. Her wheel-house was particularly popular with those who served in her, and a similar one was later fitted into the *Hougomont*.

When war broke out she was at Antofogasta discharging a cargo of coal from Newcastle, New South Wales. She afterwards loaded at Tocopilla for Rotterdam, but put into Queenstown for definite orders in April, 1915, and was sent up to the Clyde. In August, 1915, she left Glasgow for New York, making a passage of twenty-four days to Fire Island and thirty to New York, then down to Melbourne in ninety-three days, and then loading for Queenstown for orders. On this run she had a remarkably lucky escape, for she left Melbourne within a few days of the *Port Jackson* and the old *Bannockburn*, which was then under the Norwegian flag. All three were bound to Queenstown for orders, but after he had passed the Western Islands Captain Buchan decided to turn back and cable home to his owners for their instructions, avoiding the submarine area as much as he reasonably could. She received orders to go to Bordeaux and arrived there after a long

passage. Both the *Port Jackson* and the *Bannockburn* received similar orders when they reached Queenstown, but neither of them arrived. The *Bannockburn* was the victim of a German submarine, while the end of the famous old *Port Jackson*, with all hands, may have been by a torpedo or may have been by mine.

This was one of the occasions on which Captain Buchan's proverbial caution was fully justified. He had succeeded Captain Montgomery when the ship was in the Clyde and was a very different type of man. Captain Montgomery always took the very keenest interest in his lads, particularly in their boat-sailing, for he was one of the school who maintained that the smartness and efficiency of a ship could always be told by her boat work. With this idea in mind he did everything that he possibly could to encourage his youngsters to become efficient with the boats, and certainly succeeded in getting up some splendid races with other ships, even in war-time. Captain Buchan, on the other hand, was a very quiet man, who kept himself very much to himself. Perhaps this was because, after having been very active in his youth, a broken leg which had set short had crippled him. His mate, Mr. J. Cameron, who was well-known in the old Loch Line ships, was as keen as mustard on the apprentices, however, teaching them all that he could and proving himself a real friend to them on every occasion. He was later the master of the *Vimiera*, and made the old packet step it right gaily in the evening of her days.

After the *Archibald Russell* had finished discharging

at Bordeaux she ran across to New York in fifty-five days, and was then kept out of the submarine area for the remainder of the War. Her passages were from New York to Fremantle, Fremantle to Cape Town, Cape Town to Melbourne, Melbourne to New York in eighty-six days, and New York to Sydney. She arrived there just before the Armistice and her next voyage was to the West Coast of South America and home to Liverpool.

Towards the end of 1919 she sailed to the West Coast again and then did a passage from Terneuze to Melbourne which put her on the overdue list, twenty guineas per cent being paid on her before she arrived quite safely. After returning to Queenstown she was laid-up at Milford Haven, and while anchored there the Elder Dempster liner *Monarch* broke adrift and blew down on her, nearly ending her career.

In the early part of 1924 she was sold to Captain Gustaf Erikson for £5,000 and transferred to the Finnish flag, beginning the new era in her career by running from Milford Haven to Callao in ballast in 114 days. At the end of 1925, she and the old *Olivebank* were specially fitted for the training of Lithuanian cadets, under an agreement with the Lithuanian Government and since then has been employed almost entirely on the Australian trade.

In the grain race of 1927, although she only finished third, she captured a great part of the attention by her neck-and-neck race with her old consort, the *Hougomont*, who just contrived to beat her. In the 1928 race she met with snorting weather round the Horn, taking 119 days to do the passage and losing

two seamen overboard. In 1929 she won the race with a time of ninety-four days from Melbourne to Queenstown, but in 1930 had bad luck with light airs and took 109 days from Port Lincoln to Queenstown, and has not distinguished herself since then.

She is one of Captain Eriksen's favourite sailing ships and he has been willing to spend a lot of money on her alow and aloft. She is therefore still in really excellent condition, and given reasonably good luck she ought to last for many years yet.

THE "BELTANA"
(1869)

Composite ship, built 1869 by J. Laing, of Sunderland, for W. A. Stevens, of London. Dimensions, 172·5 by 33·6 by 19·2 feet depth of hold. Gross tonnage, 773. Nett tonnage, 734.

The Western Australian trade demanded a smaller, handier ship than the main lines to Sydney or Melbourne, but the vessels on it were generally smart little packets. Like many others of her day the *Beltana* was reduced from ship to barque rig. One of her features, shared by a certain number of other vessels about that time, was that the main topgallant sail was divided into two, whereas on the fore the older-fashioned single sail was retained.

"BELTANA"

THE "BELTANA" (1869)

THE *Beltana*, which was built by J. Laing, of Sunderland, in 1869, was one of the beautiful composite clippers which were known to sailormen and most in the Colonies as the Elder Line ships from the very beginning, drawing their homeward cargoes from Elder's sheep stations in South Australia; but as a matter of fact she did not actually belong to them until she was seven years old, her original owner being W. A. Stevens, of Austin Friars, London, who was also the registered owner of the equally well-known *Collingrove* and *Glen Osmond*. Trinder Anderson & Co. did all the outward business from London, and many of the ships flew their house flag, but the actual ownership was as given.

She was a composite clipper of 773 tons gross on dimensions 172·5 by 33·6 by 19·2 and as she originally came out she was one of the most beautiful yacht-like little ships that could be imagined, very different from the strictly utilitarian cargo tonnage which Laing's turned out in their later days. She was built entirely of teak with iron frames, but unfortunately her beauty was spoiled in the 'nineties, when collision repairs were carried out by shortening her cutwater and substituting a spike boom for her previous bowsprit and jibboom. She pointed wonderfully, although it has to be confessed that with her fine lines she was very dirty in anything of a head sea, but when it came

to running it all depended on how she was loaded. Running her Easting down she managed to make a number of very good runs in weather in which she could carry her topgallants, and on one occasion she reeled off 335 miles in the twenty-four hours, but that was when she was loaded to suit her characteristics with general cargo; in her later days she had a lot of dead-weight stuff that made her most uncomfortable and dangerous, with her low poop and fine lines aft, when she was running in a wind that forced her to reduce to lower topsails. On such occasions her steering wanted the greatest possible attention, and she often had to heave to when other ships were flying past her and revelling in it. When she was homeward bound with a wool cargo, most of which came from the Beltana sheep station, there was no question of heaving her to, and she was a splendid little ship.

At the same time there was no doubt about her wetness; her topgallant bulwarks, which were made to unship in order to roll in the wool, always had to be lashed down and frapped tight to prevent their going overside. Even so she seldom arrived at Adelaide without a good deal of her bulwarks and topgallant bulwarks washed away.

As far as her forecastle was concerned, she was a very considerable advance on most of her contemporaries, for it was a very comfortable one, the crew being berthed on one side, and the carpenter, sailmaker, etc., on the other. The forward deck-house, which also contained the galley, accommodated the boys and also the carpenter's shop.

But the great feature of her forecastle was that

the windlass was on top of it instead of being under it, as it generally was, the result being that the seamen were not washed out of their quarters during a beat down channel or in heavy head seas when she dipped her hawse pipes under. It was also very convenient for the mate to have the carpenter in sight all the time for orders when coming to an anchor, and the surprising thing is that more sailing ships did not adopt this eminently satisfactory and seamanlike practice.

Her first captain was Richard Angel, brother of the famous master of the *Torrens*, who left her in the 'seventies to take up a chandler's business ashore, and who supplied the Elder Line ships with their provisions for many years afterwards. He was a man who would crack on sail until all was blue, and she made some splendid passages under him, but she was beautifully found, and she did not carry away anything aloft. He was succeeded by Captains Blanch, Beveridge and March; it was in the period of command of the last-named that her first great change of appearance occurred, and she was cut down to a barque, and at the same time given double topgallants on her main.

In 1885 Captain Bright took command, and it is with him that her name is associated as much as with Captain Angel. He had her until she was sold out of the British flag, and was a rare character. He would carry on sail nearly as much as Captain Angel, but as he had a habit of wearing his shore-going silk hat on the back of his head, a disrespectful crew generally found something to say about his looking like a London cabby. He had many eccentricities,

and when on deck he was undoubtedly very fussy and quarrelled with a good many mates. At a quarter to ten it was his regular habit to secure the canvas cover over the ventilator leading down to his room, giving two bangs with his hand, and with an unvarying "Good night, sir; let me know if there is any great change in weather", he would retire until 8 a.m., when he would come up as regularly as clockwork and make all the meteorological observations in which he dabbled. After the *Beltana* was sold, he thought he would retire from the sea, but he was soon back again in command of the *Hornby Castle*, and to her he carried his little peculiarities of the *Beltana*, one of which was that he would never allow a wax vesta on deck. But he was a fine seaman, and loved the sea.

Her next great change of appearance, which spoilt her from the sailorman's point of view, occurred in the very hard winter of 1894–5 when the Thames was frozen over at Gravesend. After making a splendid passage the wind turned on her at the end of her voyage, and she had a terrible gruelling before she got to the Channel. Then the Johnston steamer *Blairmore* ran her down, carrying away her jibboom and bowsprit, and cutting the stem straight down from the knightheads. She stood by until it was certain that the *Beltana* would float, and the crew set to work cutting away the wreckage and securing the fore topmast and topgallant mast. In this plight she was met by one of the well-known Gravesend tugs, but her skipper and Captain Bright had different ideas on the value of the tow, and as the former saw that the wind was dying—it went round to

south west with just as much as was wanted of it—he would not offer any more than £250 to take the ship up to the London Dock. So they haggled until the Hull tug *Englishman* arrived, but by that time Bright had a fair wind and was making good progress up Channel. Eventually he got a tow from Beachy Head to Gravesend for £75, arriving when the river was covered with ice.

Reconstruction spoilt her beauty completely, but she was still a fine ship, and in 1897 she was sold to Portuguese owners, who re-named her *Nova Sympathia*. The end came within two years; in 1899 she stranded while on the tramping trade and that finished her career.

THE "BEREAN"
(1869)

Composite barque, built 1869 by W. Pile & Co., of Sunderland, for Thomas B. Walker, of London. Dimensions, 160·5 by 30·2 by 17·2 feet depth of hold. Gross tonnage, 542. Nett tonnage, 526.

The Tasmanian trade demanded even smaller tonnage than the Western Australian, but T. B. Walker's ships had a great reputation for smartness and in spite of their small size they contrived to make excellent passages. He was a scientific ship owner and got the most out of his fleet, one of his actions being to carry out very careful experiments as to the value of studding sails on a long voyage, deciding that they were not worth the trouble.

"BEREAN"

THE "BEREAN" (1869)

THERE is very often more interest in the ships on the smaller Australasian trades than there is in those on the main lines to Sydney, Melbourne, or the principal New Zealand ports, although things were not nearly so nicely cut and dried for them and they generally had to do their work on a much smaller tonnage than the main line boats. T. B. Walker's little *Berean* was a case in point, for she was so small that the captain of the stately *Samuel Plimsoll* was tempted to call her a flea when she hung to him for hour after hour, but she made some wonderful runs.

T. B. Walker's placed the contract with Pile's, of Sunderland, who had originally made their name building heavy frigate-lined ships which were the rivals to the famous Blackwallers, but who, by this year—1869—were just as well-known for clippers. Thomas Boss Walker, a Scarborough man settled in London, was her principal owner, but as in most ships of that day there were a good many sixty-fourth shares owned elsewhere, both in Mr. Walker's family and outside. Captain Wiseman, late Dredging Superintendent of the Thames Conservancy, was interested in this little ship into whose design and construction Pile's put all that they knew.

They turned out a ship that was a little gem in every sense of the word. On dimensions 160·5 by 30·2 by 17·2, she had a registered tonnage of 526 and a gross tonnage of 542, so that she was very much on the small side, but still contrived to make wonderful passages and to beat many ships larger than she, who had themselves fine reputations for speed. She was a lofty ship, but she was built just at the time when the utility of studding sails was beginning to be doubted, and one of T. B. Walker's captains had been instructed to collect all the observations he could on their service. The result was that he reported that the majority reckoned that they only saved about fifty hours on the passage, out which was not worth the labour of handling them, and although the studding sail irons were made for the *Berean*, no sails were ever made to go with them. Two extra cloths were put into all the square-sails instead, while she carried four head-sails instead of the usual three. The stu'nsail irons were still below when the ship was sold.

Most fined-lined ships like the *Berean* were apt to be wet, but it is rather difficult to apply that adjective to her, for she was scarcely ever known to take over any heavy water, although as regards spray it used to be said that she would throw it up in dry-dock, and she certainly took it over the topgaliant yard on many occasions.

She carried a big long-boat, intended to lighter cargo in an open roadstead, in a swivel chock just before the main hatch, with the stern of the boat in a crutch on it. When the hatch was in use this

boat was swivelled on its chock until it stowed athwartship. In that position, and on account of its size, it was certainly vulnerable had she taken really heavy water, but there was no report of its being damaged.

When she came out as a new ship her owners let themselves go as regards expense and had her beautifully fitted in every particular. The topgallant forecastle was only used for oil, paint and the like, and as a pigsty, the crew being accommodated in a very comfortable forward deck-house, in whose provision and furnishing the *Berean* was a good deal ahead of her time. The after deck-house was divided into two, the forward end, with a door on the fore side in rather an unpopular fashion, housed the four apprentices; in the after-end the carpenter had one side and the second mate the other, with a door leading down from the quarter-deck. In the 'eighties she carried, beside her master, a mate, second mate, steward, carpenter, sailmaker, cook, eight seamen and four apprentices, and they all seem to have taken the greatest pride in her.

She was a beautiful ship to begin with, which always influenced the sailor, but a good deal must be put down to the personality of the only master that she ever had under the British flag, Captain John Wyrill, one of the best known men in the Tasmanian trade and one of the finest seamen to serve under in his age, a fact that is shown by the way that he kept his hands. He had command of many ships in his day, but until he died in 1921 the *Berean* was always the ship of his

affection, and it is with her that his name is always connected.

He had been in charge of her final fitting out and it is more than probable that he had a good deal to say about her design aloft, so that when he got to sea in her he knew her thoroughly and began to make passages from the very first. She used to do one voyage to Launceston per year, loading and discharging in the West India Dock and keeping something like steamboat time. She was nearly lost in 1888, when there was so much confusion over the character of the light on St. Catherine's Point, but she kept remarkably clear of serious accident and she was as popular with the underwriters as she was with shippers and with the Tasmanians, who always took such pride and interest in their sailing ships.

T. B. Walker died in 1894, by which time only three units of his fleet remained and these were sold within the next two years. *Decapolis* found a British buyer, *Westbury* went to Finland, and *Berean* to H. Skougaard, who put her under the Norwegian flag. Captain Wyrill transferred to Hine's *Holmes* on the Tasmanian trade, where his reputation was a sure bait for business.

Under the Norwegian flag the old *Berean* was a constant visitor to the Thames for fourteen years, appearing sadly unkempt in the ice trade, when her smartness used to be a joy to behold. Those who had known her in the old days had bitter comparisons to make but they always looked forward to her arrival as that of an old friend. The end came on April 8th, 1910, when she was run down by a steamer just

below Gravesend and had to be beached. Patched up for the coastal voyage, she was towed round to Falmouth, where she was broken up. The scrappers sent Captain Wyrill some of the ornamental woodwork from the saloon with a letter expressing surprise at the remarkable condition in which they found the old ship when they came to scrap her.

THE "BRILLIANT"
(1877)

Iron ship, built 1877 by Duthies, of Aberdeen, for their own service. Dimensions, 254·8 by 39·7 by 24·2 feet depth of hold. Gross tonnage, 1,666. Nett tonnage, 1,613.

Most of the clippers and semi-clippers hailing from Aberdeen were known by their green hulls but the *Brilliant* was an exception and always had a glossy black hull on service which, with her graceful lines and the brass rail which went all round the ship, gave her a particularly smart appearance and earned her the nickname of "Duthie's Yacht," or "the Australian Yacht," in the ports where she was known.

"BRILLIANT"

THE "BRILLIANT" (1877)

MESSRS. J. DUTHIE SONS & Co.'s iron semi-clipper *Brilliant* was a ship which was famous for her beauty, smartness and speed at a period when all three qualities were the rule on the Australian trade, and she is still well remembered by old-timers. She took the water in 1877 from W. Duthie & Co.'s yard—builders and owners were closely connected—and the tradition is that she was built by apprentices. If the story is true they were certainly apprentices who knew their job thoroughly, for nobody could desire a better ship.

At that time Duthies only had three other sailing ships on their list, all by the *Brilliant's* builders, the *Abergeldie*, *John Duthie*, and *William Duthie*, but with her gross tonnage of 1,668 the *Brilliant* was very much bigger than any of them. Aberdeen ships were noted for the sweetness of their lines and their beautiful curves, but the *Brilliant* stood in the first row in this respect—a powerful bow and a very fine run aft—and in the London River was always known as "the Australian Yacht" a name which was generally changed to "Duthie's Yacht" at the Sydney end of her voyage.

She had a brass rail right round her hull, and this was always kept very brightly polished, but it is to be noted that it was regarded as a job for the hands

and not for the apprentices, who were quaintly regarded by Duthies as being entitled to a certain amount of return for the premium that their parents paid, and were not regarded as nothing but cheap labour.

Aloft she had double topgallant yards and royals, but no skysail, and as the royals were made of the same canvas as the mainsail—No. 2—Captain Davidson would hang on to them until it was blowing very hard, but by that time it was a terrible job to take them in.

The *Brilliant* was, particularly under Captain Davidson's command, a really good all-round ship, and was famous for the remarkable regularity of her voyages on the Sydney run. Against this she was one of the wettest ships on the trade, and was equally willing to take it in solid forward or aft. On at least one occasion she cleared practically everything off her deck in quite a moderate sea.

Her dimensions were 254·8 by 39·7 by 24·2, the forecastle being thirty-five feet long and she was fitted with a modified Aberdeen poop. The sides of this were not white as usual, but were all polished teak with filigree fretwork in the panels, which was a terrible job to keep up to Duthie's standard of cleanliness. This was always insisted upon, although she was not a passenger carrier and only had one or two spare cabins which were not often occupied latterly. But she was always a very great favourite with the wool shippers, especially Messrs. Danger Geddye & Co., of Sydney, while in London she was invariably loaded by Houlders. She would adjust her compasses regularly off Greenhithe, when it

was the invariable custom to have a farewell entertainment there.

Her wetness has already been mentioned, and her comfort was not improved by her very mediocre accommodation. Her crew were in the forecastle, which had the windlass in the middle and was chronically uncomfortable and wet. In the deckhouse between the foremast and mainmast the petty officers were accommodated by themselves; the cook had his galley, and the apprentices had quite a fair half deck. She would very frequently carry as many as seven or eight apprentices. Her officers' quarters were poor, even for those days, and in the early 'nineties she carried four mates, the last being the captain's nephew who was just out of his time. Only two watches were kept, however.

She was launched at Aberdeen at the same time as the Aberdeen liner *Pericles*, and the two ships were always in the keenest rivalry on the Australian trade. As soon as she took the water she was put under the command of Captain Charles W. Davidson, an Orcadian who had already commanded Duthie's ships and made a reputation. He was a very big black-bearded man, latterly weighing nearly twenty stone, and was very jolly and popular with everybody around him, although somewhat erratic as a sail carrier. He probably suffered more from home sickness while he was at sea than any master mariner whose name can be recalled. He married a Colwyn lady, and curiously enough her sister married Captain Robinson who was in command of the sailing ship *Colwyn*.

Year after year the *Brilliant* made excellent passages on the Australian run, and it is sailing ship tradition that no ship ever passed her when the two were in sight of one another, although, of course, she was frequently beaten on a passage as, for instance, when Captain Mathias, of the *Duchess of Argyll*, beat her from Sydney to Havre, and as a result won a holiday in Paris at Captain Davidson's expense. In 1887 she was dismasted, and Davidson's masterly handling of the jury rig received a very solid acknowledgment from the underwriters. In 1893–4 she was specially loaded to catch the January sales and, arriving in the Channel in the middle of the famous severe winter, she just managed to do so by taking two tugs from Land's End. In the next year Captain Davidson retired and made way for Captain Carlton. He settled down at Sydney in the employment of a well-known firm of shipping agents, and only died in 1926 at the age of eighty.

After Captain Carlton came Captain Cowlishaw, and after him Captain Morrison, but the poor old *Brilliant's* days were done, and in 1904 she was sold to the Italians, who re-named her *Nostra Signora Del Carmine* when they had possessed her for some months and she had been reduced to a barque. Duthies dropped out of the owners' list in the register, but John Duthie, of Fenchurch Street, remained, and was well-known as the manager of the *Port Jackson* and other ships.

On the 25th August, 1916, while on passage from Baltimore to Genoa, the poor old *Brilliant* was caught by an enemy submarine near Cape Creux and was sunk, after the crew had been given time to

leave her. By a most extraordinary coincidence the same month saw two of her consorts go down, on the 30th, the *Nostra Signora Della Guardia*, and on the 31st the *Nostra Signora Assunta*, ex-*Northernhay*. All the discomforts of the old *Brilliant* are now forgotten, and anybody who had the privilege of serving in her in the old days is only proud to remember her beauty and wonderful qualities.

THE "CIMBA"
(1878)

Iron ship, built 1878 by W. Hood & Co., of Aberdeen, for A. Nicol & Co., of Aberdeen. Dimensions, 223 by 34·6 by 21·7 feet depth of hold. Gross tonnage, 1,174. Nett tonnage, 1,117.

At a time when most sailing ships were decorated with human figureheads Nicol of Aberdeen gave his famous *Cimba* a beautifully carved lion, set at an angle on the top of the stem which was practically the same as the old " Sweep of the Lion " fitted in British men-of-war for many years. Like many other Aberdeen-built ships she was given the " Aberdeen poop " that was their special feature in those days, especially for passenger carriers.

"CIMBA"

THE "CIMBA" (1878)

ALTHOUGH, of course, she was not nearly as large as many of her rivals on the Australian trade, her gross tonnage being 1,174, the *Cimba* of 1878 was one of the most beautiful sailing ships ever put afloat, and one which had a personality which always seemed to impress itself on those who had anything to do with her. Perhaps her personnel had its influence on that.

Messrs. A. Nicol & Co., of Aberdeen, placed the order with Hoods, the famous builders of the same port, who were best known for their connection with the Aberdeen–White Star Line, and when she was launched the *Cimba* was the second biggest ship in Nicol's fleet, the biggest being the Hood-built *Romanoff* of 1,277 tons. She was supposed to be almost an exact sister to the Aberdeen–White Star *Sophocles*, but was an infinitely faster ship. Her sail plan was designed on the principle of a very square spread, all her spars being very heavy. Like so many ships of her type she wanted a lot of watching when running in heavy weather, but she revelled in it and was undoubtedly extraordinarily fast, although she was also quite good on a bowline.

She was designed entirely for the wool trade and was a real credit both to her owners and builders. She had no donkey boiler and very small hatches, so that she was apt to be awkward to work, but taken

by and large she was a very popular ship, even when she was being driven hard on the Sydney passages which she nearly always undertook. Captain Finister, a typical Aberdonian, was her first master and had her for seventeen years, during which he certainly made her fly, his passages including one of seventy-one days from the Channel to Sydney. Year after year she took part in the wool race, generally with credit to herself.

In 1895 Captain Finister was succeeded by Captain J. W. Holmes, who, being a Deal man, was at first regarded with considerable doubt by the Scotsmen who had always handled the Aberdeen ships. He was not long in showing them what sort of a sailorman he was, and during his command, which lasted as long as she was under the Company's flag, she fully maintained her early reputation and had in her half deck a number of men who afterwards made a name for themselves at sea. Among the many connected with the London River who learnt their craft in the old *Cimba* is Captain Garrioch, later principal dockmaster of the Royal Albert and Victoria Dock system, who was both apprentice and mate in her.

Captain Holmes may not have looked the popular figure of the clipper ship-master, with his shortness, limp, and high-pitched voice, coupled with high artistic ability, but he was a sailor to his finger-tips and had made a name for himself in the *Leucadia* before he transferred to the *Cimba*, a name which transferred with him quite a number of his old crew. Men would hang about the docks for weeks on end in order to sign on with Captain Holmes again, and on one occasion, when the ship paid-off, the crew

nearly "took off the roof" of the shipping office cheering the "Old Man", an honour which did not fall to every sailing-ship master by any means.

Yet he could be a holy terror if the necessity arose, and would not have inefficiency in his ship in any circumstances whatever. Among his hobbies was gardening, and he loved to grow geraniums on board and, ranged round the hatchway and skylight on the poop, to give them the benefit of the tropics. The only voyage on which they did not flourish was when the forecastle brought home an opossum from Australia and discovered that it liked geranium leaves.

Like Captain Pattman of the *Loch Torridon*, Captain Holmes believed in perforated sails, and he certainly found them very successful in the *Cimba*. Owing to reduced crews, the spanker boom was dispensed with in the early days of his command, and in 1900 the jibboom was shortened and made standing. This certainly did not improve the appearance of the old ship, but it could not spoil it. It did not spoil her speed either, and in Captain Holmes' day she sailed some famous races, including two with the powerful German *Potosi*, which with her size could, of course, walk away from the *Cimba* in really hard weather.

But the end of the prosperous days of the wool clippers was approaching, and the *Cimba* was forced to look to the West Coast of South America for a good many of her cargoes, until in the spring of 1906, when Mr. Nicol was dead, she was sold to Lars Hauglund and hoisted the Norwegian flag, although she retained her old name. After a few

months she was reduced to the rig of a barque. Her owners kept the original green hull paint, but employed her very largely on the "onker" timber trade from the Baltic to the Thames, although they were willing to send her wherever cargo offered itself. And in August, 1915, the old ship was wrecked, the incident passing practically unnoticed in the great events of the day. But wherever the sailormen of the old Australian wool trade forgather, the names of the *Cimba* and Captain Holmes are bound to crop up sooner or later.

THE "CUTTY SARK"
(1869)

Composite ship, built 1869 by Scott & Linton, of Dumbarton, for John Willis & Son, of London. Dimensions, 212·5 by 36 by 21 feet depth of hold. Gross tonnage, 963. Nett tonnage, 921.

Perhaps the best known of all the clippers to the general public, the *Cutty Sark* is still to be seen and studied at Falmouth. With a particularly graceful bow, her entrance was more like that of a modern liner than an old-time sailing ship. As she has been restored in Falmouth she carries her old tea-clipper rig with a main skysail; as shown in the illustration she carries the modified rig which she was given when she went into the Australian trade.

"CUTTY SARK"

THE "CUTTY SARK" (1869)

THE famous *Cutty Sark* of 1869, is the best known of all the sailing ships which have ever worn the British flag, and is cherished in popular fancy as no other ship ever was or is ever likely to be. Whether this very warm feeling is quite just or not is an open question; sailormen who loved their old ships passionately may well be pardoned for a feeling of jealousy. But even if her unique position is not altogether deserved she was certainly in the first flight in every respect. Had she not been, her hull would not have stood the very hard treatment that it has received and still remain in Falmouth to-day as dry as a bottle. *Cutty Sark* never attained *Thermopylae's* record, and there is no doubt that on occasions several ships beat her at sea, but the wonderful old ship has her place for all time, and there are few, even the most jealous of ship lovers, who will begrudge it to her.

Strictly speaking, the *Cutty Sark* came after her time, for she was a China clipper pure and simple and she was not launched until 1869, when the opening of the Suez Canal meant the death-knell of the sailing ships for the carriage of tea, and was recognised as such by the more farsighted shipowners. But Captain John Willis, her owner, made his success by genuine enthusiasm and a sound knowledge of his subject rather than by any ability

to look well ahead. The lines of the *Cutty Sark* were traditionally drawn from those of *The Tweed*, which, in turn, was inspired by a former French privateer in the Indian Ocean. There may have been some suggestion, particularly about the bow, but if one compares the plans of the *Cutty Sark* and *The Tweed* there seems little enough reason for connecting them while, although the lines of the fabled Frenchman are no longer in existence, it is difficult to connect her with Willis's flyer from what we know of French practice in the late eighteenth century.

The credit for the design of the famous ship should go to Hercules Linton, a young man who was then practically unknown, but who had appealed to John Willis's sound practical knowledge of shipping. He was in partnership with another young man named Scott in a little shipyard in Dumbarton, and it is rather grimly curious that the famous clipper on whom the memory of these two men now principally rests was the cause of their ruin in 1869, for they were badly out in their estimate of her cost, and John Willis was a great stickler for a bargain.

There is no doubt that they built the hull beautifully, but when it came to the spars and rigging they were ruined, and she was finished very hurriedly and off-handedly by a neighbouring firm in Dumbarton. Her owner would have been very much wiser had he put his hand more deeply into his pocket to let the rigging be equal to the hull, for eventually the work had to be done piecemeal and it was often in the most expensive corners of the globe.

Early in 1870 the *Cutty Sark* was ready for sea and was taken down to the Thames, where a number

of Glen and Holt steamers were already on the berth for the China trade, which offered them such great opportunities now that the canal was cut. That was a bad beginning, for a fine-lined ship with such a small carrying capacity as she possessed could only show a profit with clipper freights, but worse was to come, for she encountered vile weather on her maiden voyage. Although it was marred by the loss of any amount of the poor gear that had been put into her aloft she showed that she could sail remarkably fast. John Willis had, as always, made a very careful selection of his master, and Captain George Moodie did the best that he possibly could in very discouraging circumstances.

It is doubtful whether Willis would have ordered the *Cutty Sark* at that date had it not been that his old rival Thompson of the Aberdeen Line had built the *Thermopylae* and had been inordinately proud of her, a challenge that the hard-case old London owner could not let pass by. But it was not until 1872 that it was possible to arrange a direct race between the two cracks, and unfortunately that was the only time that they met in direct competition. The two ships left Shanghai on the same tide, but both received the most baffling weather, and although the *Cutty* kept the lead for a considerable time she was forced out of her course by waterspouts and was passed by her Aberdeen rival. After that the whole luck of the race was against the *Cutty*; a heavy sea unshipped her rudder and carried it away, and after an unsuccessful attempt was made to steer with a spar, Captain Moodie started to construct his famous jury rudder which was found described in every

manual of seamanship for years afterwards. It certainly was a magnificent piece of work, and when it was carried away it was replaced, but it put the London ship hopelessly out of the race. In spite of all this delay she was only seven days behind the *Thermopylae*, showing that she had made up a lot of lost time and suggesting that she would have won had the ill luck been more evenly divided.

After this passage Captain Moodie left the ship, and for some years her reputation for speed suffered through a succession of captains who had no interest in making fast passages. With most of them she was still further handicapped by the fact that in 1881 her rig was considerably reduced for the sake of economy, but when Captain Woodget took command of her in 1885 he proved in a matter of months that she was still in the very first flight of sail.

This grand old man of the sea, who only quite recently joined the majority, was one of the greatest characters in sail. Not by any means a big man, he had learnt his craft in the "billy boys" of the north east coast, where practical rigging was as much a part of the boy's job as steering. According to him, that was the real reason of his success, for everything aloft in the *Cutty Sark* had to be rigged under his practical supervision, and he knew to an ounce what strain it would stand. He was admittedly a hard case afloat, but he did not spare either himself or his sons any more than he did the apprentices, and the boys who first learned their craft under old Woodget are invariably deeply grateful for the conscientious way in which he took infinite trouble to teach them all that he knew himself, although at the time their

regard may have been coloured by his iron discipline. With the grand work that had been put into her hull by the original builders and the condition into which she was put aloft by Captain Woodget, she proved that she was still capable of some astounding passages, and she certainly made them. Everything was strained and nobody could pretend that life on board was comfortable, but it was perhaps the most glorious period in the old ship's history.

In the summer of 1895 John Willis sold her to the Portuguese, who were appropriately puzzled by the meaning of her Doric name. When it was explained to them, "Short Shirt", with full reference to Robbie Burns' Tam O'Shanter and the ship's own beautifully carved figurehead, the story goes that they proposed to maintain the tradition by christening her "Pequina Camesola", but if the idea was ever considered it was abandoned, and she went to sea as the *Ferreira*, after her owners.

Under the Portuguese flag she was only a shadow of her former self, ill-kept and filthy, slouching about from port to port with her rig gradually disappearing, until finally she came into the London River as a barquentine. Captain Wilfred Dowman and his enthusiastic wife decided that she should be preserved for the credit of the British Merchant Service, and after a lot of difficulty they contrived to buy her, mooring her in Falmouth Harbour where she still remains, restored to her original rigging plan, to gladden the eyes of the old-timer and to teach the youngsters what the Tall Ships were really like.

"DARLING DOWNS" EX "CALCUTTA"
(1852)

Iron ship, originally built 1852 as a steamer by C. J. Mare & Co., of Blackwall, for the General Screw Steamship Co. As a sailing ship her dimensions were 258·6 by 40 by 22·5 feet depth of hold. Gross tonnage, 1,715. Nett tonnage, 1,634.

The *Darling Downs* showed the influence of her original construction to the end of her days: although she was well and loftily rigged her bow was not one that would have satisfied the ordinary designer of sailing ships and her heavy stern, with the cuddy lit by large windows, was essentially a steamboat feature and reminiscent of the old men-of-war. In spite of this she was a favourite.

"DARLING DOWNS"

"DARLING DOWNS" ex "CALCUTTA" (1852)

The famous old *Darling Downs*—her earlier name of *Calcutta* is generally forgotten—could not be described as a beauty as far as her hull was concerned, for she showed very distinct evidence that she was originally designed to be a steamer. Yet both she and her equally well known ex-steamer consort, *Lady Jocelyn*, were popular and successful as sailing ships and made some fine passages in their time.

The original owners of the *Calcutta* were the General Screw Steamship Company for whom she was built by C. J. Mare & Co., of Blackwall, later the Thames Ironworks, in 1852. The original intention was to call her *Portugal*, but before she left the ways this name was changed to *Calcutta*, and the idea was to employ her and her sisters on the Indian mail service. Then, when she was ready for sea, she was sent to Australia instead, for the discovery of the goldfields had given a tremendous impetus to that trade.

At that time the steamship was very heavily handicapped on the Australian run by wasteful boilers and the lack of coaling stations, and many owners had the idea of overcoming the difficulties by the use of auxiliaries. These were failures practically without exception, but the *Calcutta* scarcely comes into the category, for although she was heavily

rigged and sparred, she was a full-powered steamer, and her engines were intended to do more than merely to kick her over a calm, as they were in the case of most auxiliaries. She was rigged as a barque, with a rather unusually tall funnel just before the mainmast, and had an iron hull, two decks, and only one bulkhead worthy of the name. Her dimensions were 258·6 by 40 by 29 feet 9 inches depth of hold, her gross tonnage being 1,715 and displacement 2,563.

On her maiden voyage in 1852 her sea-keeping qualities were tested to the utmost, for she encountered a hurricane outward bound, but contrived to cope with it although it strained her machinery and forced her to put into Mauritius for repairs.

In 1856 she and seven other ships of the General Screw Company were purchased by a French company, who paid a deposit of £30,000 on them, and then did not complete the deal, forfeiting their payment. So it happened that in the next year she, the *Lady Jocelyn* and two others were available for trooping service to the Indian Mutiny, and as the General Screw Company was by then in very low water, it did its utmost to sell its ships to the East India Company for a regular trooping service in the East. The idea might have been adopted had it not been that the John Company's powers were so radically reduced at the end of the Mutiny, so the *Calcutta* went back to the Indian and Australian trades.

In 1861 the General Screw Company went into liquidation, and the *Calcutta*, with several of her consorts, was sold to a new concern known as the East India and London Steamship Company, which

proposed to use them as sailing ships rather than steamships, and suggested a six-weekly service from London to Madras and Calcutta, the passengers to be embarked at Gravesend. Captain G. W. Welsh was given command, but the service was not a great success, and some years later she was transferred for a short time to a naval officer, who immediately afterwards re-sold her to P. M. Mackay & Co., who took out her engines, increased her rig to that of a ship, and carried out sundry alterations which made her gross tonnage 2,080. She was fitted out in an excellent way, and with painted ports had a striking appearance which was not particularly to the liking of the old sailing ship men. Later her hull was painted white.

In 1869 she was taken up for cable duties in the Persian Gulf, and with her cargo was valued at about a quarter of a million pounds. Captain Owen was in command, and it was remarked at the time that the ship was only insured for about one-tenth of her value. Soon after leaving London for the Persian Gulf she collided with the Prussian barque *Emma*, which foundered immediately with seven of her crew, while the *Calcutta*, which seemed to be in danger of foundering also, was abandoned in a hurry. The accident occurred off the Scillies, and Captain Owen, his mate, and several of his men, were drowned in lowering the gig; 120 miles of the cable was jettisoned before the ship was abandoned.

Several ships encountered her, but were unable to tow her, but the Plymouth pilot cutter put Pilot Glyn on board in charge while she went to get assistance. Soon afterwards the Government tug *Carron*

and H.M.S. *Terrible* picked her up and towed her into Falmouth.

That smashed her owners, and after she was repaired she was sold to James Baines, the famous Liverpool shipowner, who re-sold her in 1871 to Messrs. Bethell, of London. They, in turn, sold her after two years, but in 1874 she came back, although the firm was then known as Taylor, Bethell and Roberts. They re-named her *Darling Downs* and sent her to sea again in 1874, Captain Daniel R. Bolt of *Harbinger* fame, having her for her first two years. On the Sydney trade she made a great reputation for fast passages, and was very popular both with passengers and shippers. Captain W. J. Wakeham was in command for some years, and in Sydney she was lying close to the Orient liner *Austral* when that ship capsized. Captain Wakeham was succeeded by Captain Kean in 1884, and she continued her popularity on the Australian service, generally to Sydney, but occasionally to Melbourne.

The end came on the 12th of May, 1887, when she was finishing a passage from Melbourne to London with a cargo of 7,725 bales of wool and a crew of twenty-six men, no passengers being on board on that occasion. At anchor, a mile and a half east of the Nore Lightship, she was rammed by the Dundee steamer *Britannia* and sank in five fathoms of water. Salvage operations were considered, but it proved only worth while to get a certain proportion of the wool to the surface, the bones of the old ship being left where they lay.

THE "DOVER CASTLE"
(1858)

Wooden ship, built 1858 by W. Pile & Co., of Sunderland, for Richard Green, of Blackwall. Dimensions, 185·4 by 34·6 by 22 feet depth of hold. Gross tonnage, 1,003. Nett tonnage, 1,003.

Although built at Sunderland, Pile's ships built for Greens had most of the characteristics of the Blackwall frigates which were the direct descendants of the old East Indiamen adapted to the necessities of competitive trade without the East India Company's monopoly. She and her consorts for the same district had, however, rather more sheer forward than the majority of the frigate ships actually hailing from the Blackwall yards. Big crews permitted huge topsails and studding sails.

"DOVER CASTLE"

THE "DOVER CASTLE" (1858)

THE *Dover Castle* of 1858, was one of several ships owned by Greens, of Blackwall, but built by Pile, of Sunderland, when their own yard was too busy to tackle all the contracts. Like most of the Blackwallers, she was a wooden, frigate-built, full-rigged ship, with two decks, a poop and a topgallant forecastle. The quarter galleries which flanked her elliptic stern were apt to give her a heavy appearance aft, but they certainly added to her stateliness and the comfort of her passengers. Like all her contemporaries of similar type, she had a very fine figurehead, a three-quarter figure of an Indian prince well carved.

In the 'fifties Greens were still building the true frigate type with which they had started their business after the Napoleonic wars, when they were in close association with Money Wigrams. They were the direct descendants of the East Indiamen, and had little in common with the clippers, which, since the repeal of the Navigation Acts had thrown British trade open to the American flyers, had been coming to the Thames in steadily increasing numbers. The Blackwallers were built on the old "cod's head and mackerel tail" principle, and with their heavy rig demanded very big crews. They did not give any outward impression of speed, but given their wind they were capable of fine passages and were infinitely

more comfortable than the clippers. The *Dover Castle* was one of the finest examples of her type in her day.

Her dimensions were 185·4 by 34·6 by 22 feet depth of hold, giving her a registered tonnage of 1,002. Her topgallant forecastle was 30 feet long and her poop, which gave excellent head-room for the comfort of the first-class passengers, 75 feet. Although she always carried a good deal of cargo, she was regarded primarily as a passenger ship, and quoted fares for the chief cabin, second, intermediate and steerage classes, although it is to be feared that there was very little difference between the last two. The intermediate and steerage passengers had to embark at London, but she used to call at Plymouth to let her first and second-class passengers avoid the tedious run down Channel, her owners having arranged the privilege of travelling first-class from London for a second-class fare and second-class for a third-class fare.

The *Dover Castle* was employed almost entirely on the Melbourne direct run, Greens' principal service on which their ships sailed from the East India Docks on the fifth of each month as regularly as clockwork, generally with an eleven months' interval between the sailings of each ship. This was the firm's main Australian interest, but other ships of theirs ran to Sydney on the fifteenth of each summer month, and occasionally an Adelaide sailing was advertised. Occasionally the ships were diverted to other trades; the *Dover Castle* made at least one passage to India.

Launched on January 23rd, 1858, by Pile's, all her sixty-fourth shares were originally owned by

Richard Green, but within six weeks he had transferred eight of them to Frederick Green and sixteen to Henry Green, they being the only owners while she was on the Greens' service. In most of their other ships the master had a share, generally four or eight sixty-fourths. The first captain of the *Dover Castle* was John Adams, whose certificate was No. 2006, but he only had her until 1860, when M. B. Mayhew was appointed in June, to be succeeded by J. M. Eyles before the year was out. Captain Eyles had her for five years, when he was succeeded by Captain R. K. Deacon, A. G. Tucker following him in 1870. All this time she ran regularly and most satisfactorily on her original service.

Captain Tucker had a very short period in command, for on November 20th, 1871, she was sold to Messrs. Shaw Savill & Co. for £7,500 and put under the command of Captain W. F. Owen temporarily and R. Kerr permanently for the New Zealand run.

On her first passage under the Shaw Savill flag she arrived at Lyttelton 108 days out of Gravesend, having encountered nothing but bad weather and sustaining some damage. Captain Kerr was succeeded after a voyage or two by Captain Andrew Culbert, the Scottish master with whom her name is generally associated on the New Zealand trade. He frequently carried his wife at sea with him, and his son, William Culbert, afterwards well-known in the Shaw Savill service, was born on board. The elder man died while in command of the barque *Allenby* in 1907.

Under the Shaw Savill flag she settled down to be a really satisfactory dividend earner and carried large numbers of emigrants by arrangement with the

New Zealand Government. Homeward bound she was frequently diverted to the South American coast and elsewhere in search of cargo. While on this service, in 1875, she was reduced to barque rig and other economics effected. On the following voyage she carried out 350 settlers of a very superior class for whom the New Zealand Government was willing to go to the expense of £6,000, and after going all the way up to Belfast for one party of them, she contrived to reach Auckland ninety-nine days from Gravesend, which, considering the diversion, was very good sailing. The *Carisbrook Castle* was also going out to New Zealand from Belfast, but she was left hull down after two days. In this eventful voyage the *Dover Castle* was struck by a white squall and ran 300 miles under bare poles in twenty-four hours, while she also rescued the only survivors from the ill-fated *Cospatrick*, and arrived at Auckland with the Yellow Jack flying. After that run she returned to England by way of China.

In 1881, having by then worked up a big fleet built to their own design and the *Dover Castle* showing signs of her age, Shaw Savill's sold her to the Norwegians, who renamed her *Kem* and kept her tramping until the mid-'eighties, when she stranded on the Norwegian coast, was salved and immediately broken up.

" GARTHPOOL "
(1891)

Steel, four-masted barque, built 1891 by W. B. Thompson & Co., of Dundee, for Charles Barrie, of Dundee. Dimensions, 310 by 45 by 25·1 feet depth of hold. Gross tonnage, 2,842. Nett tonnage, 2,652.

Like many other ships built during the revival of sailing ship construction in the early 'nineties the *Garthpool*, designed to carry the biggest possible cargo of Indian jute, was given the Jubilee rig, introduced in 1887, the year of Queen Victoria's Jubilee. Called "bald-headed" by the sailor, Jubilee ships had a very square rig and carried nothing above the topgallant sails, a measure adopted purely in order to reduce the necessary crew.

"GARTHPOOL"

"GARTHPOOL" (1891)

THE big steel four-masted barque *Garthpool* will always live in the history of sail as being the last big ocean-going square-rigged sailing ship to fly the British flag at sea, but when she was built by W. B. Thompson & Co., of Dundee, in 1891, for Charles Barrie, of the same port, she was merely regarded as being a strictly utilitarian sailing vessel with the very minimum of romance in her composition. In those days she was the *Juteopolis*, her name being sufficient indication of her owner's interest in the Calcutta jute trade.

When she was built she was the biggest sailing ship in the Barrie fleet, but in the following year she was surpassed by the slightly larger *Lawhill*. She was not designed as a clipper in any way, just a full-lined cargo carrier intended to make the biggest profits within reason. In her rig she was short and square, and every possible means were taken to obtain both efficiency and ease of working.

Her gross tonnage was 2,842, her registered dimensions 310 feet by 45 by 25·1 depth of hold, while she was designed for a deadweight capacity of 4,450. Except for her clipper stem, her hull was far more that of a steamer than a sailing ship, but as far as comfort was concerned her big bridge-deck, or midship section, made her infinitely preferable to most of the beauties of the past.

The topgallant forecastle was only used for lockers and the like, her crew being housed in the forward end of the midship section. In this there were two forecastles with twelve bunks in each, and the fact that access was gained by a hatch on the deck made a great difference to the comfort of the accommodation and the dryness of the hands getting backwards and forwards. Abaft them came the galley, sail-locker and donkey boiler, then the boatswain, sail-maker, cook and carpenter on one side and the half-deck on the other. The last-named was quite roomy and had a good light, while like the forecastle it had the advantage of being very dry owing to its booby-hatch being on the superstructure. At the same time there was no elaboration about it and her apprentices had to be grateful for the more obvious advantages.

This midship section was connected with the poop by the fore and aft bridge, and this and its own deck made it possible to handle a good deal of the running gear out of reach of the worst of the water. The ship was steered from right aft and the wheel was double, although it was only necessary to take advantage of this in very heavy weather. Under the poop, the master had his own saloon in addition to the officers' mess-room, and there were one or two spare cabins which could be used for passengers. On the poop was as beautiful a teak charthouse as anybody could desire.

Originally built for the jute trade, which was already being cut into by the steamers, she was given the most up-to-date ventilating arrangements. Her fore and main hatches, each with steam winches, were

unusually large, and the excellent accommodation for the crew was provided mainly on account of trying climatic conditions.

From the date of her completion until 1899 she ran regularly on the Indian route, but her running was far too regular and respectable to be interesting under Captains J. Low and W. Linklater. In 1899, the jute trade being on its last legs for sailing ships, she was transferred to Mr. F. E. Bliss, of London, who was manager of the Anglo-American Oil Company, and in the following year she was registered under the ownership of that concern. The *Lawhill* was transferred with her and the intention was to use them both for the carriage of case oil, particularly across the Pacific. Captains P. Stewart and F. Downs were in command on this trade, but in 1911 she came home again on being sold to G. Windram & Co., of Liverpool, who employed her all over the world until towards the end of the War, when she was transferred to the Marine Navigation Company of Canada, of which Sir William Garthwaite was the moving spirit. For some time she kept her old name of *Juteopolis*, but later was re-named *Garthpool* to bring her into line with the rest of his ships.

Under Garthwaite's ownership she made a number of voyages, to begin with having very tolerable success, although ten guineas per cent was paid for her on the overdue market just after the War. At the end of 1921, Captain Thomas Atkinson died on board as a result of a paralytic stroke, and that seemed to break up her good luck. At the end of that voyage, after encountering heavy weather, she was towed up the Channel, but broke adrift and very

narrowly escaped going on to the Goodwins before she anchored off Deal. Then she had to be laid-up for a spell, and going on to the Australian trade she was very nearly blown ashore when working through the Backstairs Passage inside Kangaroo Island. In 1926, carrying wheat from Sydney to Falmouth for orders, she put into Rio in distress and leaking badly, a lot of her cargo being spoiled, but at the end of that voyage she showed what she could do when a Liverpool tug wanted £200 from the Bar Lightship to the docks, and Captain Wylie sailed her right up to New Brighton without assistance.

He was succeeded by Captain David Thomson, a practical sailmaker who had learned his craft in the lofts at Anstruther and who had gone afloat with his father when he was master of the *Euphrosyne*, had never served in steam in his life and had commanded the *Garthneill* among other ships. His mate was William Loades, formerly master of the *Alice A. Leigh*, and under these two she did her best to maintain the old standard in the last days of British sail.

But the old ship's luck was right out and on Armistice Day, 1929, she ran ashore on Boavista Island and was very soon obviously a total loss. All hands were saved, but it was only possible to salve a few of the fittings of the ship, and the natives looted her tolerably thoroughly of everything that was movable.

THE "GRAVESEND"
(1867)

Wooden topsail schooner, built 1867 by W. Date, of Kingsbridge, for Francis L. Yabsley, of Portlemouth, Devon. Dimensions, 89 by 22 by 12·2 feet depth of hold. Gross tonnage, 138. Nett tonnage, 132.

Like many other fruiters relegated to the coasting coal trade the *Gravesend* had a distinctive grace to the end, although her rig was considerably reduced as compared with her early days when she was making fast passages with perishable cargo. She was one of the few which retained the single topsail right to the end of her days and her schooner rig, combined with her fine fruiter hull, often permitted her to slip down the coast when the brigs were held up by foul winds.

"GRAVESEND"

THE "GRAVESEND" (1867)

THERE are so many magnificent tall ships whose names are connected with the London River that there is a tendency to forget the little fellows, although many of them deserve attention and have built up a reputation which is certainly worth putting on paper, and which undoubtedly lives in the affection of the men who handled them and knew them best. Of these little ships, the *Gravesend* is one of the best-known of all, and during a long life she managed to make a great reputation.

She was a little topsail schooner of 138 tons, with dimensions 89 feet by 22 by 12 feet 3 inches depth of hold, and was built in 1867 by W. Date, of Kingsbridge, for Francis L. Yabsley, of Portlemouth, Devon. She was originally intended for the fruit trade, on which her owner had three other sailing vessels considerably larger than she, a brigantine, a barque and a brig, and like so many other smart little fruiters, she was registered at Salcombe.

She was extraordinarily well-built of oak, metal fastened and originally sheathed, but when in later days she sustained collision damage to one quarter it was repaired with pitch pine and she had a noticeably lame side. Like all the fruiters, she had fine lines, a long counter and a very deep heel. Although she had quite a good cargo capacity, she drew ten feet of water light and only thirteen feet loaded,

so that it was not surprising that she was very tender and would not sail without good ballast. In her fruiting days from the Mediterranean she carried permanent ballast, but that, of course, was taken out of her when she came on to the London River trade and as a measure of precaution she always had to be towed from the Strood Canal to the ballast wharf, or from Middlesborough to the Tyne.

Her original fruit run was from the West Country to the Mediterranean and back to London, and under the name of *Spring* she made quite a reputation for smart passages under the command of Captain D. Bushell. In the mid-'seventies he was replaced by Captain A. Yabsley, a relative of her owner, who retained the command until she was sold in 1886.

She was bought by Rilliston, of Fowey, who already owned two larger sailing vessels and employed them very largely on the china clay and other trades. In 1891, while still under his ownership, she stranded on the foreshore opposite what is now the Gordon Promenade of Gravesend, and although she was salved the cement which comprised her cargo was spoiled and was bought by the Corporation to work into the face of the Promenade, as it had solidified in its bags and was quite unsaleable.

She was bought damaged by Messrs. W. Lodge and W. Bromley, the former being a well-known ship chandler of Gravesend, who had himself obtained full practical experience in coasters as a young man, and the latter a master-lighterman, who was twice master of the Watermen's Company. It was perhaps Mr. Lodge's experience of the coasting trade in the old days that gave the *Gravesend*, as

she was named when the repairs were completed, her reputation for being a happy and exceptionally well-fed little ship.

She was under repair at Gravesend for some considerable time and then received her classification back and took an extra classification in Bureau Veritas. When first she put to sea under her new ownership she had four masters in quick succession. Death accounted for the change in at least one case, but she settled down under the fourth, Captain W. Wilson. He was succeeded in 1898 by Captain J. E. Court, a very well-known Gravesend sailorman, who lost his life in 1915 through falling out of the *Gravesend's* rigging when trying to pick up an obscured light. He was Whitstable born and had been brought up among coasters since boyhood.

Her general employment was to carry explosives from the Thames to Middlesbrough and the Tyne, returning with coal for the Gravesend Gas Company, which she discharged in the Strood Canal. She was one of the biggest vessels to enter the Canal regularly, although several considerably bigger than she went there occasionally.

On this trade she sometimes did as many as fourteen round trips during the year, an excellent performance for such a vessel. Going up she was ballasted with chalk, which was then covered over with a temporary decking of wood, while her iron knees were covered with lead and gave her an excellent magazine. These explosives were unloaded off what is now Graythorpe on the Tees and at High Walker on the Tyne.

Most of the coasters on the coal trade were not particularly handy, but the little *Gravesend*, with

her fine lines and tiller steering, was splendid. She regularly worked through Yarmouth Roads without waking the watch below; she would stay with topsails aback and would lay to in a wonderful way. These qualities were such as endeared her to the seaman, but at the same time it has to be confessed that she was a very wet ship.

Mr. Lodge became her sole owner in 1909, but the death of Captain Court started a rapid success of troubles and within a few months he decided to sell her. She went to Messrs. Payne, the firework makers, who converted her into an explosive hulk and gave her moorings below Gravesend, where she is still to be seen. Officially she is now the *Vectis*, but to everybody connected with the London River she is still affectionately remembered as the old *Gravesend*, one of the finest little ships of her type that was ever connected with the Thames.

THE "HARBINGER"
(1876)

Iron ship, built 1876 by Robert Steele & Co., of Greenock, for Anderson, Anderson & Co., of London. Dimensions, 253·5 by 37·6 by 22·4 feet depth of hold. Gross tonnage, 1,585. Nett tonnage, 1,506.

Well remembered as a training ship, among the *Harbinger's* peculiarities was the fact that she was one of the very few iron-hulled ships that was given the old-fashioned channels for her rigging and for many years she had a hoisting spanker which, common enough in Nova Scotian ships, was rare in those built in Britain. At a time when most full-rigged ships were being cut down to barques she retained her original rig on account of the training facilities of the mizen directly under the eyes of the officers on the poop.

"HARBINGER"

THE "HARBINGER" (1876)

THE question of sail training is one of infinite discussion at the present time, but to old-timers any talk of sail training will bring memories of the *Harbinger*, which was specially adapted for that purpose in the early 'nineties. She was a magnificent iron full-rigged ship of 1,585 tons, with lofty spars and long jibboom, built by Steele, of Greenock, in 1876, for Anderson, Anderson & Co., who ran the Orient Line's service between London and Adelaide. When she came out she was regarded as being the most up-to-date passenger carrying sailing ship afloat, with excellent quarters for first and second-class passengers. One of her peculiarities was that she had the old-fashioned channels for the rigging of her fore and main masts, but not for her mizen.

Her first commander was Captain Adam Johnson, who was succeeded after three years by Captain H. Slader. He had her for a year, and then Captain W. H. Mitchell held the command, being succeeded by Captain Daniel R. Bolt in 1884 and under him winning her greatest laurels.

Captain Bolt, whose master's certificate was numbered 900 and who was one of the first and most enthusiastic officers in the Royal Naval Reserve, was born at Weymouth in 1825, and first went to sea as a boy in the little coasting smack *Harmony*.

That life was hard enough to have finished him for the sea had he not been genuinely enthusiastic, but when he had gained some experience on her he was bound apprentice to the schooner *Sarah*, captained by her owner, and served his time in the coasting and Mediterranean trades. His first command came in 1851, the Liverpool brig *Louisa* on the trans-atlantic run, and after that he had the *Abigail*, *Yanikale* and *Amoy* in succession. That was before the days of masters' certificates; when they came in he was exempt and he had a certificate of service, but he was not content with that and took his first opportunity of the regular Board of Trade certificate in 1856, being among the first thousand master mariners to obtain it.

On the Australian passenger trade he commanded the *Young Australian*, *Royal Dane*, *Toawoomba* and *Darling Downs*, all very well known ships, so that when his time came to take over the pride of the Orient fleet he was well qualified for the post and made the most of his opportunities in a number of races which are still remembered, perhaps the most famous being the occasion in 1885 when he beat the *Berean* out to Port Phillip with a comfortable margin of six days.

Andersons were generous in the matter of men, and in her racing days the *Harbinger* would frequently have a crew of fifty, including the steward's staff.

Among her officers was Frank T. Bullen, the well-known shipping writer, who went in her as second mate and afterwards said that to his mind she was one of the noblest specimens of modern shipbuilding that ever floated. She was lofty, 210 feet from the

waterline to the truck, and in every detail was as perfect as any sailor could wish. For all her huge bulk she was as easy to handle as any ten-ton yacht, far easier than some, and in any kind of weather her agility was amazing. He admits that no lovesick youth was ever more enamoured of his sweetheart than he was of that splendid ship, and for hours of his watch below he would sit perched upon the martingale guys under the jibboom watching with all a lover's complacency the stately sheer of her stem through the sea.

Bullen remarked that she was the only ship that he ever knew or heard of which would stay under storm staysails, reefed topsails and a reefed foresail, in a gale of wind. She would steer when one could hardly detect an air, and yet showed to perfection in a tempest. Strong praise, even from a sea writer, but everybody who had anything to do with the old *Harbinger* fell under her spell.

In 1890 she and her consort, the *Hesperus*, were sold to Devitt & Moore for use as cadet ships under the scheme inaugurated by Lord Brassey.

These two fine ships were ideal for their purpose, carrying forty or fifty cadets apiece and instructors to give them theoretical training as well as the practical experience which they got in handling the sails and ship. There was considerable discussion at the time as to whether it was really the best way, for there were so many lads on board that they had little chance of learning every side of the practical part as the ordinary apprentice in a sailing ship did, but at the same time they avoided the necessity of going to an expensive crammer on shore in order

to pass their second mate's examination after their parents had already paid a considerable sum in premium. Generally speaking, the scheme was voted a great success, the P. & O. and other leading steamship lines making it a rule to take their officers from Devitt & Moore's ships and many well-known sailormen getting their training on board them.

On this work, which was very close to his heart, Captain Bolt remained for three years and finally retired in 1893, giving place first to Captain H. M. Forbes, and then to the well-known Captain F. W. Corner, who had the *Harbinger* for a year only and then went on to the *Macquarie*, which had in the meanwhile been bought for the scheme and with which his name is generally associated.

At the end of the century the *Harbinger* was sold to the Russian flag for rather less than £4,800, being registered at Raumo in Finland and running all over the Seven Seas, a shadow of her former beautiful self, until at the beginning of 1910 she was sold to Belgian scrappers and broken up near Antwerp. She deserved a better fate, for she was almost everything that a sailing ship could be to begin with, and under the British flag had been beautifully maintained without anything being stinted on her.

THE "HOUGOMONT"
(1897)

Steel, four-masted barque, built 1897 by Scotts Ship-building & Engineering Co., of Greenock, for J. Hardie & Co., of Glasgow. Dimensions, 292·4 by 43·2 by 24·1 feet depth of hold. Gross tonnage, 2,428. Nett tonnage, 2,261.

Built in the last days of sail, the *Hougomont* had very much the same labour-saving rig as the *Archibald Russell* but did not go so far as the Jubilee rig of the *Garthpool* and others. Her hull, however, was of more orthodox design and had the usual full lines of the 'nineties without the *Archibald Russell's* bilge keels.

"HOUGOMONT"

THE "HOUGOMONT" (1897)

THE old *Hougomont* is one of the sailing ships of the London River which until quite recently survived and, even if it was under the Finnish flag, she was always a welcome visitor and was kept up so well that there seemed to be every prospect of her surviving as long as any, although fate was to rule otherwise. She was built by Scotts, of Greenock, in 1897, J. Hardie & Co. managing her for the Hougomont Sailing Ship Company, in which the Russell family, whose name is perpetuated in the *Archibald Russell*, had most of the shares. She was a sister ship to the *Nivelle*, also built by Scotts, and had a gross tonnage of 2,428 on dimensions 292·4 by 43·2 by 24·1. Her poop was 41 feet long, and her forecastle 36, she being designed to carry a dead-weight cargo of 4,000 tons but only having two spare staterooms for passengers.

She was a steel four-masted barque and was one of the best of her type, being built on the deep frame principle which gave her hull great transverse strength. Her rig was very much like that of her predecessor, the *Vimiera*, but she had double top-gallants and patent single-wire halliards for her topsails. She was certainly not a fast ship, but she could carry her canvas in any weather, and the length of her voyage generally depended on the quality of her sails. At the same time, considering

her size and build, she was remarkably handy and would tack splendidly, even in ballast, when properly handled. Although she would not lay very close to the wind, she made little leeway, ran well, and was not by any means a wet ship. Also, a great point in her favour with those who manned her, she had very ample steam for anchor and cargo work.

Although she was fitted with a topgallant forecastle it was not used for accommodation; the crew had the forward house to themselves, except that the steam gear was at the after-end, and this made one of the best forecastles to be found in sail. The middle house contained the galley, hospital and the like, while the after house had the apprentices on one side and the petty officers on the other.

Under the poop was a small sail locker, the big one being below forward, and accommodation for the officers on the port side. Two spare cabins were provided for the use of passengers if necessary, and the ship was given a very comfortable mess-room as well as the captain's saloon. For the after-guard her accommodation was excellent; it was the half-deck that was, by comparison, the poorest.

It is Captains J. McNeil and J. Macdonald who are principally associated with the ship, the former having her when she came off the slips and on several subsequent occasions, and the latter being in command for several years at the end of her career under the British flag. Although Hardies traditionally favoured Scottish captains, and in spite of his name, Captain McNeil was a Liverpool man, a first-class sailor and a very popular commander. To begin with

he only had her for a very short time and then handed over to Captain J. Lowe, a very experienced master mariner, who at this time had been in command of big sailing ships for nearly thirty years, and who, after he had finished with the sea, became Andrew Weir's superintendent at Sydney.

None of her passages were particularly noteworthy for their shortness, but she jogged along with the minimum of trouble until 1902, when, still under Captain Lowe, she arrived off Point Lynas, bound for Liverpool, after an uneventful voyage from San Francisco. She was unable to get either tug or pilot, and, it coming on to blow hard, she made for the Solway Firth and anchored in Maryport Roads for a tug. The well-known *Brilliant Star* was sent up for her, but in a tremendous sea the tow rope parted and the *Hougomont* was driven up the Solway Firth until she stranded in Allonby Bay, where, unfortunately, her distress signals were unobserved for some hours. Eventually the crew were rescued from the after-rigging by the Maryport lifeboat, and thousands of tins of salmon from her cargo were washed ashore. It was the famous Captain "Freddy" Young, in the *Ranger*, who managed to get her afloat some weeks afterwards.

In 1904 Captain McNeil came back to her, and except for one voyage under Captain J. McMillan —not to be confused with Captain D. S. McMillan of the same ownership—had her until 1911, when Captain J. Macdonald took her over again.

That arrangement was to be temporary, Captain McNeil wanting a holiday, but after he had been ashore for some time he thought that he would go

into steam, and was killed in an accident before he sailed. Captain Macdonald therefore carried on and made a great success of her. He had spent a lot of his time in the *Marions*, serving his time in the *Marion Inglis* and *Marion Lightbody*, and being given the command of the *Marion Crosbie* when he was only twenty-five years of age. His last command before taking over the *Hougomont* was the *Marion Josiah*.

Although, of course, nothing could make the old *Hougomont* into a clipper, Captain Macdonald certainly got the most out of her and under him she made some good passages. His first was a run from Glasgow to Caldera which was claimed as a record over that course, and she certainly arrived before her bills of lading by the mail steamers. After several uneventful voyages she arrived at Havre three days before war broke out and then came to London River where she remained for some time. Going out to New York in ballast she stranded on Fire Island in a fog but came off without difficulty. For most of the War she carried case oil between New York and Australia, with one voyage home to Liverpool with nitrates for munitions. On that occasion, becalmed off Holyhead, three steamers in ballast were torpedoed quite close to her but the old *Hougomont*, who would have been the richest prize of them all had the Germans only known, was left unmolested. Between December, 1917, and July, 1918, she was taken up under the Liner Requisition Scheme and run by Trinder Andersons, a lump sum of £26,500 being paid for her services for rather more than six months.

Arriving at Melbourne from New York at the end of 1918 she was sent up to Hong Kong to be converted into a tank steamer. Everything was ripped out of her and then the authorities changed their minds, returning her to Hardies and leaving her to be re-rigged by the crew, a very creditable performance indeed.

Captain Macdonald gave up the command in 1919 and was succeeded by Captain J. A. Watson, but she only did one round voyage under him and in the summer of 1921 was laid up at St. Nazaire until the spring of 1925. Before the boom collapsed her owners had refused £50,000 for her and when Captain Gustaf Erikson, of Mariehamn, bought her in 1925 he certainly did not give anything like that sum, although he spent a good deal of money fitting her out and took good care that the work was very well done.

Under the Finnish flag Captain I. Hagerstrand, who had her from 1925 to 1930, is her best known master and under him she made a number of tramping voyages, although she had the misfortune to be dismasted in 1927. Latterly she took a very important part in the Australian grain "races", her great rival being her old consort the *Archibald Russell*, and she discharged her cargo in the London River on more than one occasion.

Her end came in 1932, when she was outward bound for Port Lincoln in ballast. Five hundred odd miles from Cape Borda, under Captain Lindholm with a crew of under twenty-five youngsters, she was dismasted in a gale. For over thirty hours they were quite helpless, then four days were spent getting

some sort of a jury rig on her. The steel mainmast was bent over just above the deck and projected horizontally over the starboard rail where it had to be left. The fore, mizzen and jigger lowermasts were standing. The crew of lads, for they were no more, managed to build a jury rig on this foundation and to sail her into Adelaide, refusing all offers of help on the way to save her owner any charge. It was a magnificent performance duly appreciated, but it was the end of the old ship, whose hull was soon afterwards scuttled in Stenhouse Bay, near Adelaide, to form a breakwater.

THE "INVERCAULD"
(1891)

Steel, three-masted barque, built 1891 by A. McMillan and Son, of Dumbarton, for George Milne & Co., of Aberdeen. Dimensions, 237·5 by 36·2 by 21·7 feet depth of hold. Gross tonnage, 1,416. Nett tonnage, 1,303.

Typical of the steel barques built on the Clyde in considerable numbers in the early 'nineties, the *Invercauld* had the characteristics of a number of other ships of the same ownership in that she carried single topgallant sails at a period when the double was almost universal. The short poop and forecastle was much more characteristic in modern practice.

"INVERCAULD"

THE "INVERCAULD" (1891)

In the latter days of the famous "Inver" fleet of George Milne & Co., of Aberdeen, there was a very strong connection with A. McMillan & Son, the Dumbarton builders; this connection was started in 1891 with three steel barques, *Invercauld*, *Inveresk* and *Invergarry*, all well-known ships and practically sisters.

The *Invercauld* had a gross tonnage of 1,416 on dimensions 237·5 by 36·2 by 21·7 feet, and like all the other ships of the Company, she was intended as a good loader and a steady dividend earner without any particular frills about her. She was a good sea boat and for a sailing ship very tolerably dry, while although she was no record-breaker and did not make any really wonderful passages, she sailed well and was remarkably good on a wind. She was a cargo carrier only and was not fitted with passenger accommodation, although the officers' quarters under the poop were quite good. They were on the port side, the pantry being on the starboard and the mess-room amidships, while right aft there was a comfortable saloon and good quarters for the master. The great disadvantage to the officers' quarters was that the smallness of the ports made it very difficult to keep them well ventilated in the tropics, but otherwise, although not elaborate, they were quite comfortable and compared well with most of their contemporaries.

She carried one big deck-house between the fore and main masts, the forward end making quite a good forecastle, with the half-deck amidships and the galley aft. The half-deck was not up to the standard of her consort, the *Inverness*, which is still spoken of for the comfort of her apprentices, but Milnes always believed in treating their boys fairly after they had taken a premium from them and it was better than in most sailing ships, its door leading out of a thwartship alleyway, which made it possible to keep it fairly dry.

Like all the Inver ships she was designed for tramping and to pick up cargo wherever it was offered, and like most of them, she spent a good deal of her time on the familiar "Big Triangle"—from Home to Australia with general cargo, then from Newcastle, New South Wales, to the West Coast of South America with coal, and home again with nitrates. Most sailing ships in the tramping business knew that Big Triangle very well indeed. She also loaded grain at San Francisco on several occasions.

For the first five years of her life the *Invercauld* was commanded by Captain A. Donaldson, then Captain B. Jackson had her for eleven years, and was succeeded by Captain W. H. Boxhall. In 1909 he gave place to Captain A. D. F. Kebblewhite, and although he only had her for two years it is with his name that she is most generally associated.

Captain Kebblewhite was a scientific seaman, and among other things, shared the belief of Captain Pattman of the *Loch Torridon* and Captain Holmes of the *Cimba* that perforated sails were most efficient, fitting the clews of all his sails with vent holes.

It may be mentioned that all the *Invercauld's* sails were made on board long after this practice had been abandoned by practically every other sailing ship; her sailmaker was a real old-timer, although a comparatively young man, and stayed with the ship for many years. Captain Kebblewhite was also a very keen amateur photographer, and there were stories going the rounds of the sailing-ship world of the somewhat unorthodox entries which he put into the log-book which caused something like consternation in the owner's office. He was a great man for carrying sail and he certainly made the old *Invercauld* travel as she had never travelled before or since, on more than one occasion challenging Laeisz's famous "Flying P Liners" home from the West Coast and beating them soundly.

Captain Kebblewhite was succeeded by Captain E. G. Mann, who was his direct opposite in many ways, particularly in that he was a very moderate sail carrier. He came back to sail from the Cunard Line, but in his early days he had been mate of the *Craigmullen* on her famous drift of 300 days, when only three were left alive of her crew. He was the only one of this trio who stuck to the sea after that experience and his health was impaired for life.

Captain Mann carried his wife on board and it would have been difficult to find a more popular pair afloat. He is very kindly remembered not only by the officers with whom he was on terms of very cordial friendship, but also by the apprentices. Milnes had a great reputation in this, but very few captains took the spirit of their instructions as far as Captain Mann, who had the very keenest interest

in their welfare and held regular lessons in seamanship all through the voyage. Therefore, although his moderation in sail-carrying prevented the old ship doing justice to herself in her passages, she was a very happy and well-run ship in his day and there is no suggestion that she was any less satisfactory from the owner's point of view than others which were run on very different lines.

When the War broke out she was on passage from Geelong to Valparaiso, and the first intimation that her people received of anything being wrong was from the Chilean pilot who came on board when they made their landfall. It was not until they got into port and learnt that the German Admiral von Spee and his squadron of cruisers were only a few miles away that they realised the narrow escape they had had. Two German members of the crew had to be discharged and the ship was detained in Valparaiso until von Spee had passed to his doom off the Falklands, when she went up to Portland, Oregon, to load grain. Dispatched to Queenstown for orders, she was met by naval vessels off the Irish coast and sent to Dublin. On the passage across she had received a very full account of the *Lusitania* disaster in the International Code from a Danish barquentine, whose neutral people were as shocked by the wanton outrage as most sailormen.

In 1916 she, together with her consorts *Invermay*, *Inverneill* and *Inversnaid*, was taken over by the Marine Navigation Company, of Canada, of which the present Sir William Garthwaite was head, and it is a good indication of the price of tonnage at that day that he paid £13,000 for her. But he was not to

enjoy her ownership for long, for on her first voyage under his flag, and before he had time to change her name, she was intercepted by a German submarine on February 22nd, 1917, some twenty-two miles from Mine Head off the Irish coast, and sunk with a torpedo. Happily no lives were lost, although one of the crew was badly injured, and after watching the old ship go down, Captain Mann and his crew succeeded in reaching the shore without difficulty.

THE "KAISOW"
(1868)

Composite barque, built 1868 by Robert Steele, of Greenock, for Alexander Rodger, junior, of Glasgow. Dimensions, 193·2 by 32 by 20·3 feet depth of hold. Gross tonnage, 820. Nett tonnage, 795.

Cut down from a ship to a barque in her latter days, the *Kaisow* remained the thoroughbred to the end and was popular with the sailor, not only on account of her reputation for smartness but on account of her hands being accommodated in a deck-house instead of in the normal topgallant forecastle which was uncomfortable in any sailing ship, especially a fine-lined clipper. The spread of fore and aft canvas on the mizzen was necessary while she retained her long bowsprit and numerous head sails.

"KAISOW"

THE "KAISOW" (1868)

THE fleet of clippers built for the China tea trade to the London River was so extreme in its design that the question of pre-eminence is bound to lead merely to argument, for Father Neptune is a stern taskmaster, and any extreme features in one direction always have to be paid for in another. But for general all-round qualities it would be very difficult indeed to beat the *Kaisow* of 1868, which, although she might not be as extreme as some of Steele's other ships, was a thing of beauty and something to gladden the heart of any sailorman who served on her, which was more than could be said of all the clippers.

She is always associated with Messrs. Killick, Martin & Co., and they had a good deal to do with her ownership from the very beginning, but while her virtual sister, the *Wylo*, was officially owned by them from the earliest days, the *Kaisow* was registered as under the ownership of Alexander Rodger, junr., of Glasgow, for the first few years of her life.

She was a composite-built ship, iron framed and planked with teak, her dimensions being 193·2 by 32 by 20·3 feet depth of hold, giving her a registered tonnage of 795 and a gross tonnage of 820. As far as her midship section was concerned, she was slightly fuller lined than most of the ships built by Steele, but she was an out-and-out clipper and her ends were

those of a yacht, her wonderful run being particularly conspicuous and always discussed among sailormen.

Forward she had an exceptionally fine figurehead of a Chinese mandarin in blue flowing robes and red cap with yellow tassel. She had a very pronounced flare to her bows which not only kept the decks remarkably dry of anything but spray—for a clipper that was, of course—but gave just the right setting to the scroll headboards which finished off the figurehead. It was Killick Martin's standing order that these should always be unshipped and stowed away before the ship got to sea, an order on which they insisted ever since a headboard had been washed off one of their ships and had drifted ashore on the South Coast, leading to a panic that she had been lost. Apart from the figurehead and headboards, and scroll work round the stern, the tea clippers did not go in for the fancy painting of the later Australian ships and the *Kaisow* had a polished black side, carefully sandpapered before being painted, with a gilt riband right round her, and a finishing touch given by a wide rail of solid teak from stem to stern.

The influence of Killick, Martin & Co., even before she was officially their ship, was shown in her design, for old "Jimmie" Killick was a "China bird" himself before he swallowed the anchor and had commanded such ships as the *Challenger*. He knew the trade under sail as few others knew it and always maintained that it was necessary to treat men well and feed them well if you were to work them hard, and that it was impossible to make a profit on the China trade unless you did work them hard. So,

instead of the miserable forecastle pierced by the hawse pipes and obstructed by the windlass that was almost invariably given to clipper ships in the 'sixties, the *Kaisow* had her crew accommodated in a magnificent teak deck-house abaft the foremast, the after-part of which contained the condenser, galley, carpenter's shop and the like. The provision of a condenser is good evidence of Captain Killick's sound knowledge of the China trade and it was a god-send to the men, for her tanks could only carry ninety days' water supply at three quarts per day per man.

The half-deck was under the poop, with accommodation for seven or eight boys and the carpenter, who always messed with them and was expected to give them the benefit of the sea lore which the real old ship's carpenter invariably possessed. Killick Martins were firm believers in training their own boys in the right way and in giving them promotion at the earliest possible moment, which was, perhaps, why they had such a wonderful reputation on the Eastern run. One of the apprentices was always in attendance on the sailmaker, who was kept constantly employed on the poop when it was fine and in the forward saloon if that were impossible. With so many firms treating apprentices as cheap labour and nothing more, this attitude of the owners was fully appreciated.

The first captain of the *Kaisow* was Captain Anderson, appointed when she was launched in 1868. He would scarcely appear to have got the best out of the ship, but in considering the position of the *Kaisow* with regard to some of the record-

breakers it must be remembered that in sail everything depends on the circumstances. Killick Martins had no great faith in the ordinary tea race home to London and found very much bigger profit in the more out-of-the-way trades and times. They did very well out of them financially, but it often meant spoiled passages when the sailing date forced the ship to thrash against the monsoon, and it is therefore most unfair to compare the *Kaisow's* passages with those of other ships on the ordinary schedule.

It is very probable that there never was such a ship for "ghosting" in the lightest of airs; she would not lose her steerage way as long as there was a breath of air that could be felt. Her sails only had to flap to drive her along and as her owners very strongly insisted that she should always be on the move there was trouble awaiting any officer who did not keep her sails trimmed to catch even the lightest of breezes.

Captain Tropp succeeded Captain Anderson in 1871 and remained in the command when the official ownership was changed to Killick, Martin and Co. in 1875. At the same time she was cut down from ship rig to barque, but it did not appear to make any difference to her sailing qualities. It was not until 1879 that Captain John Gadd succeeded to the command, and it is with his name that she is principally associated. He was a magnificent sailorman in every way, even if he did look like a farmer. He lived for his ship and he loved her with all his heart, which invariably won the affection and admiration of real seamen and made the ship show to the very best advantage. He rarely spoke to anybody

but the mate, except to give an order, would always call his officers "Mister" when addressing them, and having satisfied himself that a man was a sailor and able to carry on his work, he trusted him.

Every evening in fine weather he would have his spell sitting on the weather side of the broad teak rail, with his feet on the bumpkin, smoking and humming a little tune to himself, until a quarter to nine, when he would come inboard, and with the invariable formula, "Now, mister, you can look after her. Keep her at it and let me know if there is any change," would go below with his faithful dog "Buzz" at his heels, and would not appear again until ten minutes to eight next morning. And if the ship was not properly dressed then there was no sort of breakfast for anybody on board until she was. Poor "Buzz" was carried overboard by a heavy sea when she was running her Easting down, but he and his master are still remembered by those who served in the old ship.

Among many noteworthy names who learned their craft in the *Kaisow* may be mentioned that of Captain Harry Davis, for many years Ruler of Pilots at Gravesend, who joined her out of the *Hope*, which Killick Martins maintained as a breaking-in ship, and who served as apprentice, second mate, mate and finally stood by in charge until she was sold. During all this time he never knew her passed by a sailing ship.

The sale occurred in 1885, the purchaser being William Bowen, junr., of Llanelly, engaged in the copper ore trade. Killick Martins had not taken the opportunity to turn to steam, never believing that

it would pay in the China trade, and now they decided to sell all the beautiful sailing vessels that they owned and concentrate on the brokerage side of their business. Under her Welsh ownership she was first commanded by Captain Davies, and still made some fine passages, but in November, 1890, she was thrown on her beam ends off Valparaiso, and the crew only just had time to get away in their boats before she foundered.

THE "LAKE SUPERIOR"
(1868)

Iron ship, built 1868 by Robert Steele, of Greenock, for the Canada Shipping Co., of Montreal. Dimensions, 231·9 by 35·9 by 22·3 feet depth of hold. Gross tonnage, 1,335. Nett tonnage, 1,274.

In the early iron ships which Steeles of Greenock built for the Atlantic trade they retained a good many of the features of the China clippers with which they had made such a reputation—long bowsprit, graceful stem and lofty rig—although they were very much fuller bodied ships than the old China clippers and, in particular, they did not have the dangerously fine lines aft which Steeles put into so many of their ships designed for the Eastern trade.

"LAKE SUPERIOR"

THE "LAKE SUPERIOR" (1868)

WHEN the Canada Shipping Company was founded in Montreal in the 'sixties it went to the Clyde for the fleet of sailing ships with which it intended to maintain a regular emigrant service to the St. Lawrence in opposition to the Allan Line's steamers which were making great progress, but which were always working against severe handicaps on that route. Its first three ships were named after Canadian lakes, and their tonnage increased with the size of the lake from which each took her name. The *Lake Superior* was thus the biggest, built by Steele, of Greenock, in 1868, with a gross tonnage of 1,274 and in company with the *Lake Erie* and *Lake Ontario*, she started the service which was afterwards to become well-known as the Beaver Line, and after turning to steam was to form the nucleus of the present gigantic Canadian Pacific fleet.

She was an iron ship with dimensions 231·9 by 35·9 by 22·3 depth of hold, her poop being 47 feet long and her forecastle 35. Originally her tonnage was 1,274, but alterations subsequently increased this to 1,335.

To begin with she was intended almost entirely as an emigrant carrier, and her 'tween decks were so fitted for practically their whole length, but in her later days, when she was connected with the London River, she only had accommodation for

half a dozen passengers under the poop in three two-berth cabins. But her original purpose left her with an excellent water supply that was appreciated to the end of her days. Under the poop also were the officers' quarters on Steele's traditional plan, while the half-deck for six apprentices was in the forward deck-house and certainly did not err on the side of luxury.

She was a lofty ship with a main skysail, and in her early days she carried stun'sails, although they were removed after a very short period. Their booms, however, proved very useful in after years, for she was an appallingly wet ship when she was driven and they came in very handy to build up a breakwater to protect the poop from the worst of the water when she was taking it in absolutely green, as she did on the least provocation. She was at her best with the wind just abaft the beam, and when she was just able to hang on to her topgallants she could reel off her 300 miles to the day.

To begin with, she ran from the Clyde to Montreal, but after a few months her English base was altered to Liverpool. Captain A. Ritchie, who afterwards went into steam, was her captain in those early days, and he certainly seems to have had the worst of luck from the number of occasions on which Lloyd's noted the necessity for heavy damage repairs. When he left the ship in 1874 there was a rapid succession of masters until the Beaver Line, which had meanwhile built up a big steam fleet, sold her in 1889 to Messrs. J. Shepherd & Co., of London. Captain Friston, who took over the command in 1884, retained it under the new ownership until 1892, when he was

succeeded by Captain J. W. Yates, who had commanded Shepherd's ships since 1889. Afterwards he had the *Ernock* until she was sold, and then Trinder Anderson's Black Swan steamers until he settled down at Fremantle as a surveyor, dying there in 1930.

He only had the command two years, when he was succeeded by Captain Philip Langlois, a Channel Islander, who commanded for the same period. While he was in command, running from South Australia to London with wool, she had to put into a New Zealand port partially dismasted, and was detained there for some time refitting. He was succeeded by Captain R. C. Panton, a very well-known master on the London River. Tasmanian-born, he had commanded the *Salsette* when she was burned off the Brazilian coast, and before that had been captain of several of T. B. Walker's ships. When he died recently he was reputed to be the oldest inhabitant of Tasmania, and while a fine steady sailorman he had no belief in carrying on sail. He was succeeded in 1900 by Captain J. W. Budgen, who had been second mate under Langlois and mate under Panton, with intervals in other ships, and who is now in the Trinity Pilot Service at Dungeness. He knew the ship thoroughly, and saw no reason why she should not be made to walk. His first passage was eighty-three days from Gravesend to Launceston, which was an excellent run for a ship of her age.

Captain Budgen had her until 1902, when she was sold to buyers in Norway, who removed the *Lake* from her name and sailed her as the *Superior*. During

the War she changed hands several times under the Norwegian flag, on each occasion at an increased price, and in 1918 was put under the command of Captain K. Hansen, who demands more than passing mention on account of a magnificent piece of seamanship just after the Armistice.

She was bound from Manila to New York with a cargo of hemp when, becalmed off Lomboc, she was unable to anchor in the deep water and quickly drifted ashore. As she appeared doomed she was abandoned, but no sooner was this done than the anchors held. Captain Hansen and his boat containing seven men returned at once, while the mate with the other half of the crew went for assistance and eventually returned to the ship with two tugs. When they arrived at the spot there was no sign of her and it was generally believed that she had foundered. Nearly three months later she turned up at St. Helena, 7,000 miles away, quite safe, but with only seven hands beside the master.

Soon afterwards she was re-sold and re-named *Fjelltun*, and after making several voyages arrived at Liverpool in May, 1921, to lay up for nearly a year. She was then sold to become a hulk in the Mediterranean, and was towed out to her last berth.

THE "LOCH TORRIDON"
(1881)

Iron four-masted ship, built 1881 by Barclay Curle and Co., of Glasgow, for Aitken & Lilburn, managing the General Shipping Company, of Glasgow. Dimensions, 287·4 by 42·6 by 24 feet depth of hold. Gross tonnage, 2,081. Nett tonnage, 2,000.

Carrying emigrants to Australia at a time when the greater part of that trade had been transferred to steam, ships of the Loch Line like the *Loch Torridon* paid a great deal of attention to their appearance; smart aloft, their hulls were painted grey below the line of imitation gunports and black above it, while white forecastle-head and half-round poop completed the scheme. The round perforations in the clews of the sails will be noticed, while the spencer gaff on her mizen was most unusual for a ship as modern as she was.

"LOCH TORRIDON"

THE "LOCH TORRIDON" (1881)

THE iron four-poster *Loch Torridon* was one of the best-known ships of her type on the Australian run, and will be remembered long after such ships as her sister the *Loch Moirat* are forgotten, perhaps on account of the personality of her most famous captain. She was built by Barclay Curle & Co., of Glasgow, for Messrs. Aitken & Lilburn, who managed the General Shipping Company to which her nominal ownership was later transferred. In the early 'eighties the various trades, but particularly the Colonial, were calling for more economical and bigger sailing ships, and of this type the *Loch Torridon* was one of the most satisfactory. For she was far better balanced in her sail plan than most of the others, and while many were very "hard-mouthed" she steered like a witch, while in her early days her long bowsprit and jibboom added greatly to her appearance. She was a lofty ship, 152 feet from the deck to the truck of the main and mizzen, and 148 of the foremast. Her topgallants were among the deepest afloat, and were curious in that they had a line of reef points.

In spite of her gross tonnage of 2,081, reduced later when she was sold away from the British flag, she had a beautifully graceful hull with a 36 foot poop, 49 foot topgallant forecastle, big midship house, and an afterhouse divided into a half-deck for the apprentices and quarters for the carpenter, sailmaker,

boatswain and cook. In her early days she carried first-, second- and third-class passengers, but later she only accommodated a few special enthusiasts on sail, and she depended for her profit on her deadweight capacity of 3,200 tons.

Her maiden voyage was under Captain Pinder, and was a 105-day passage from Glasgow to Melbourne and home by way of Calcutta for jute. Off the Cape of Good Hope, coming home, she was pooped, and Captain Pinder, the second mate, and several men were washed overboard and lost. As luck would have it, the mate fouled some running rigging as he went over and came back with the next wave, to bring her safely into Plymouth.

In the place of Captain Pinder, Captain Pattman was appointed, and it is on his extraordinary personality that most of the fame of the old ship rests. He was certainly a "hard case," but whether he deserved all the things that were once said of him in every forecastle on the Australian trade is another matter. In those days when an officer got the reputation of being a man-hammerer it stuck, and there was no doubt that Captain Pattman was that in his early days, although later his reputation was generally sufficient to get things done. A colossal man, his bitterest enemy could not deny that he was a prime seaman, and when his weight would tell on the end of a rope he did not hesitate to tail on. Very austere, he always kept himself very much to himself and scarcely ever exchanged a word even with his officers, except in the course of duty. He expected his mates to keep the lee side of the poop when he was on deck. He had a bitingly sarcastic tongue, which made him

many enemies, and although he seldom used bad language, if he lost his temper he was known to swear at his officers in front of the men. The result was that he was constantly losing his mates, but although many of them left him because they could not stand his command, it has to be admitted on the other side that he would not stand an incompetent on board, and soon took measures to get rid of him.

Against this there were some mates, fine seamen, who stuck to him for years and he would always back them up if there was any trouble with the men, while he had one belief that makes a pleasing contrast to the general policy of those days; he believed that if men were to do good work they had to have good food, and plenty of it. He did not always see eye to eye with his owners in this, and in order to feed them well he would often cut down the expenditure on rope and canvas as low as possible. Instead of the breakfast of coffee and biscuits that was usual in a sailing ship's forecastle, Captain Pattman generally contrived to find some cold beef, or something left over from the previous day, and the *Loch Torridon* was one of the best fed ships on the Australian run.

He had four great beliefs to which he always stuck during his sea-going days. One was that the British seaman was the best, and he would go to any length to avoid foreigners in his forecastle. Another was that all the afterguard should be decently dressed, and on one occasion he took it to the length of refusing to sit at table with a lady passenger who came down to breakfast in her dressing-gown, with her hair in curling-pins, and left it to his unfortunate mate to explain the reason of his abrupt

departure. Thirdly, he always maintained that if any sail were damaged or split at any hour of the day or night it should be replaced at once, and the job of bending sails on a dark night was naturally one that caused infinite language in the forecastle.

Finally, he believed that if an apprentice paid a good premium he should not be regarded simply as cheap labour, and although he was a very hard master towards his boys he took great care of their technical education and many a fine sailorman to-day has reason to be grateful to him for that. The efficiency of sails with holes punched in them was another hobby of his.

Under Captain Pattman and his British crew, the *Loch Torridon* did wonders. Her outward voyages were generally to Melbourne, but homeward she was dependent on the profitable freights available. Frequently she carried Australian horses to India, and then came on with jute, or some other Indian cargo; sometimes she took coal to San Francisco or the West Coast of South America and then home with grain or nitrates, but even the outward Australian run was liable to fluctuation, and she did several passages direct to India when the Colonial trade was depressed. On all these routes she established herself as a fast ship, winning the wool race of 1891 with a time of eighty-one days from Sydney to the Lizard, equalling the *Cutty Sark's* record of twenty days from Cape Horn to the Line in the following year, and on her next voyage making the run from Gravesend to Moonlight Island in particularly fine style. In 1896 she raced the *Wendur* from Newcastle, New South Wales, to Valparaiso but lost

by six hours. Many other fine passages and exciting races also stand to her credit.

At the beginning of the century she had in her half-deck an apprentice named Bowers, an old *Worcester*, who afterwards served in her as third and second mate, and who finally died a hero's death with Captain Scott in the Antarctic. While he was acting as second mate she did her famous run of forty-five days from Newcastle, New South Wales, to San Francisco, and there lay for six months in Oakland Creek, waiting for reasonable freights. She came away with what crew she could get and had a certain amount of trouble on the way home, Pattman himself seizing a powerful seaman who had stabbed another and handcuffing him round a stanchion at the break of the poop without the least difficulty. In spite of this crew trouble, however, she beat the four-masted barque *Crocodile* by something like three weeks.

In 1909 Captain Pattman retired from her command and went into steam, but it was only to be killed three years afterwards, in the same year that his old ship was sold to Messrs. Blom, of Nystad, for £4,400. When she went, Aitken & Lilburn dropped out of Lloyd's list of shipowners. Three years later, in January 1915, she sprang a leak in the mouth of the Channel and was abandoned, her crew setting fire to her before they were taken off by a passing liner.

THE "MACQUARIE"
(1875)

Iron ship, built 1875 by R. & H. Green, of Blackwall, for a syndicate headed by Henry Green. Dimensions, 269·8 by 40·1 by 23·7 feet depth of hold. Gross tonnage, 1,975. Nett tonnage, 1,867.

The third and last iron sailing ship that her builders turned out, the *Macquarie* had a very much more graceful hull than the old Blackwall frigates, the sheer forward being very small in the majority of them. At the same time she retained some characteristics of an earlier day, notably the big stern windows which the Blackwallers inherited from the East Indiamen and the old men-of-war.

"MACQUARIE"

THE "MACQUARIE" (1875)

EVERYBODY at sea to-day knows the famous old sailing ship *Macquarie*, either personally or by hearsay, but not so many know that before she entered into that phase of her career she was already very well-known as Greens' Blackwall sailing ship *Melbourne*, or that she is still afloat to-day in the humble capacity of a coal hulk under the name of *Fortuna*, with a hull that is still so stout that she seems to have many more years of life before her in that rôle.

She was the last iron sailing ship built at Greens' own yard at Blackwall and was one of the last ships to carry their house flag at sea. She was built in 1875, her immediate predecessors being the *Carlisle Castle* of 1868 and the *Superb* of 1866, both of them magnificent iron vessels. Greens' reputation principally rested, and still rests, on their wooden ships which differed in general design as well as in material from the *Macquarie*, which was designed by Weymouth and was perhaps the finest of all his ships. A good deal of her plates were left over from a previous warship contract, so that her material as well as her lines were good, her co-efficient of fineness being about ·6.

She was a full-rigged ship whose dimensions, 269·8 by 40·1 by 23·7 depth of hold, gave her a gross tonnage of 1,975, her displacement on a draught

of 20 feet being about 3,500 tons. Like all Greens' ships she loaded well, but under her 69-foot poop she had exceptionally good passenger accommodation for between sixty and seventy, the cabins being very much better furnished and better ventilated than most of her contemporaries on the Melbourne run, while she was also well supplied with bathing facilities.

By the time she was ready for sea the bill had reached £46,750, which was a very high one at that date, but her owners were confident that they would get it back on the Melbourne trade, particularly under such a well-known master as "Dickie" Marsden, of the *Agamemnon*. Her sixty-fourth shares were divided into twenty-four owned by Henry Green, sixteen owned jointly by Henry Green and Henry Green, junr., eight owned by Frederick Green, and sixteen owned by Daniell Cooper, all of them very well-known names in the Blackwall district. Under Captain Marsden, and after him Captain Harrison and Captain C. F. Cooke, she was immensely popular on the Melbourne run, although she never made any really wonderful passages. For one thing she was not built for them, and for another Greens regarded her as a passenger ship rather than a clipper, and passengers' comfort had to be considered first.

In 1887 she was bought by Messrs. Devitt & Moore to replace the *Parramatta* on the Sydney run, a firm which had as high a reputation as Greens on the London River. Greens were selling their fleet rapidly in those days, the last to go disappearing from their list only two years after the *Melbourne*. She did one run under her original name and was

then re-named *Macquarie* as being more suitable for her new business.

They put her under the command of Captain Goddard, one of the finest of the many "characters" who captained the stately old sailing ships. He was immensely popular alike with passengers, men and the apprentices that he had under his charge, principally because everybody knew just where they were when they were dealing with him and nobody was ever able to cast the least doubt on his sterling integrity. He had many characteristics that are still discussed in sailing ship circles, one of them being his strict religious observance and his insistence on church services on the quarter-deck whenever it was possible. And in no circumstances was washing permitted to be hung out on Sundays. Musical himself, he always took pains to encourage ship's concerts, of which the proceeds were invariably devoted to acquiring votes for the Royal Alfred Home and the Merchant Seamen's Orphanage, votes which he used to relieve many cases of genuine distress which came under his notice.

As a master, however, he was not at all keen on carrying very much sail, which was perhaps a result of his having had the *Parramatta* when she was laid on her beam ends. On the other hand, his mate liked to carry every stitch that he could, with the result that old Captain Goddard got into the habit of shooting up unexpectedly when everybody supposed that he was snugly in his bunk below. It may be mentioned that he was invariably seasick going down Channel at the beginning of a voyage, no matter what the weather, and his movements were

so regular on the Australian trade that during a slight snowstorm in London he remarked that it was the first time that he had seen snow for twenty years. He had the ship until 1896, when she was transferred to Captain Corvasso for one voyage, and then to the famous Captain F. W. Corner, who was the best known of all the captains of cadet ships and himself a former Devitt & Moore cadet. He took her over when she was converted into a sail training ship in place of the old *Harbinger* for Lord Brassey's cadet scheme.

She still carried a few passengers, but most had by then transferred their allegiance to steam, and apart from her training duties she was employed principally for cargo, of which she always carried a very fair amount. As a rule she was loaded with round about 2,900 tons, but in 1895 she contrived to load no less than 4,260. On that occasion she took out the framework of a huge gas-holder, the tapered pillars of which stowed very closely, top to bottom, like sardines and were filled in with various parts of the holder, casks of white lead and the like. These big cargoes were mostly loaded after she had had the second-class passenger accommodation removed from the after-end of her 'tween decks.

She proved herself most successful as a cadet ship, but in 1903 it was decided to reduce her to barque rig, and Captain Corner superintended this work before he turned over to Captain Rugg. Jacksons, of Coalharbour-lane, Blackwall, stepped the new lower mast, which was said to be the tallest stick shipped in the East India Dock. But after that she only did one or two more voyages under the British flag.

Before leaving her days as a cadet ship, mention must be made of the famous old petty officer McGregor, whose custom was to go into the cadets' quarters first thing in the morning with his cap off and most politely ask the young gentlemen if they would mind turning out. It then took him an appreciable time to replace his cap at the right angle, and if everybody was turned out by the time it was done, well and good. If not, out came his rope's end, and a stentorian bellow, "Out of it, you young——!" On one occasion he fell down the main hatch and broke his arm on the ballast, but when several cadets hurried down to help him he greeted them with, "Who the hell told you to knock off work? It's a quarter to twelve. Get back to your jobs and come here at twelve; I can wait." The grand old fellow was drowned when the *Port Jackson* was sunk by a German submarine, but his memory will long be cherished.

She was sold to the Norwegians, who paid £4,500 for her and renamed her *Fortuna*, sending her out to Australia with a cargo of coal. She arrived during a strike and sold her cargo at £2 a ton, clearing her cost on the first voyage.

After that she was all over the Seven Seas until 1909, when she was sold to the Wallarah Coal Company for £3,550, to be used as a hulk in Sydney Harbour. There she still remains, a project to rig her and send her to sea again during the shortage of tonnage caused by the submarine menace having fallen through. But when she was surveyed and her sides pierced in 1918 her plates were found to be in marvellous condition.

THE "MERMERUS"
(1872)

Iron ship, built 1872 by Barclay Curle & Co., of Glasgow, for A. & J. H. Carmichael & Co., of Greenock. Dimensions, 264·2 by 39·8 by 23·7 feet depth of hold. Gross tonnage, 1,750. Nett tonnage, 1,671.

Like all Barclay Curle ships the *Mermerus* was good-looking and appeared "sea-kindly." As Carmichaels, her owners, also believed in their ships being good-looking and well maintained she was always a picture, although she was very little concerned with the carriage of passengers and was designed primarily for wool. When she first came out she carried a skysail on all three masts, but after a certain time those on the fore and mizen were done away with and only the main skysail retained.

"MERMERUS"

THE "MERMERUS" (1872)

THE wool clipper *Mermerus*, which was built by Barclay Curle & Co., of Glasgow, like most of the other ships of Messrs. A. & J. H. Carmichael & Co.'s Golden Fleece Line, was one of the best-known of the later Australian clippers, before the competition of the steamers and their improved coal economy forced the sailing ship owners to build with full lines.

She ran on the regular service between London and Melbourne, which was a run which attracted great attention among a public who were intensely interested in sailing ships, and both owners and builders firmly believed that a sightly ship could be just as profitable as an unsightly one. Therefore, it is not altogether surprising that she was a ship which attracted great attention and popularity.

She was built in 1872, an iron full-rigged ship of 1,750 tons gross, which made her the biggest as well as the fastest and best-fitted of Carmichael's fleet. She was essentially designed as a wool carrier, passenger accommodation being a very secondary consideration, although she had a few spare cabins which were devoted almost entirely to invalids who had been ordered the sea voyage for their health.

Like all Carmichael's ships her rig was lofty, but after a voyage or two her fore and main skysail yards were done away with, as well as her stun'sails, and she carried a main skysail only, which in no way detracted from her good looks. Her great strength was in the remarkably good average of her runs, but she wanted a strong breeze to move her along, and was certainly no good at the "ghosting" which gave some of her rival clippers their reputation for speed. At the same time she did possess the disadvantage of the extreme wetness of so many of these fine-lined clippers, which made the passages but which were terribly uncomfortable for their people.

She was at her best with the wind abeam and all her canvas drawing. Sailing in this way in the Great Australian Bight in the mid 'nineties, with an off-shore wind that just suited her, she reeled off 344 miles in the twenty-four hours, which was too fast for the log to be handled. She also had the reputation, running the Easting down, of having averaged 320 miles a day for five consecutive days, and this again was by careful observation.

Externally she was as beautiful as in her sparring, having a particularly sightly bow with the fine lines of a yacht, but as was the case with so many of the sailing ships of her day, the very crudest of half-decks was regarded as being quite good enough for the apprentices. It was fitted towards the after-end of the forward house, the donkey-engines being abaft it when it was fitted and the galley before it, a fact that does not seem to have made very much

difference to the warmth of the apprentices serving in her.

As has already been mentioned, the passenger accommodation was unpretentious, and the officers' quarters were reasonably comfortable, but certainly nothing out of the way for a ship in which the owners took such pride.

Practically without exception, her voyages under Carmichael's ownership were on the Melbourne run, when she used to discharge in the river at the mouth of the Yarra, and load at the head of the Railway Pier at Williamstown, where she was always looked for in the wool season.

She proved herself a fast vessel from the very first, and under Captains McIntyre and Fife she made some very good passages, her fastest being sixty-six days from Gravesend to Melbourne. But it was in 1878 that she began her career as the sailing ship man usually remembers it, for then Captain J. B. Coles relieved Captain Fife, to remain in her as long as she was under the British flag, a fine sailorman with whom the ship is always associated.

Captain Coles was a west countryman, and in many ways a hard case. He certainly did not believe in pampering his apprentices in the matter of food or anything else and was a very stern disciplinarian, but his sense of humour prevented him being a bully in any sense of the word, and as he was a sailorman to his finger-tips everybody loved him. He was very human with his mates, took life philosophically, and left a deep and lasting impression on everybody with whom he came into contact.

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He was a big man, colossally muscular, with a tawny moustache and skysail-yard voice which always began: "Hey, I say. . . ."

It is typical of the man that he always saw that the slop chest contained what were then known as pork-pie hats, very much like the modern berets, and invariably wore one himself. In rough weather he always wore canvas sea boots with wooden soles, made by the sailmaker and carpenter on board at the minimum of expense.

On one unlucky voyage he lost his wife in the tropics, when he had a young baby on board, and after that he was never known to sleep in the bunk in his cabin, but always on the settee. His second wife had been a passenger on board and was well-known for the interest that she took in his apprentices and those who served with him.

While he made fast passages he might be described as a prudent man with sail, and among his other characteristics he always swore by a home-made azimuth made out of a cigar-box, and made a great point of the care of the fabric of the ship. Any rust was taboo, and whenever the ship was unloaded all available hands were kept busy on the inner skin. Also, the bright work on the poop must only be touched with pumice stone while he was in command, and its appearance certainly justified this idea.

He gave her up when she was sold to the Russians in 1897, and it is interesting to note that when she visited London under the Russian flag it was one of her old apprentices who piloted her out. After changing hands and going to Finland she was

wrecked near Christiansand while outward bound for Melbourne in 1909, and although she was salved she was so badly damaged under water that the underwriters decided that she was not worth repairing, and accordingly let her go to the scrappers.

THE "MONKBARNS"
(1895)

Steel ship, built 1895 by A. McMillan & Son, of Dumbarton, for Charles W. Corsar of Liverpool. Dimensions, 267 by 40·1 by 23·6 feet depth of hold. Gross tonnage, 1,911. Nett tonnage, 1,771.

A typically modern sailing vessel designed for the tramping trade, and to carry cargo rather than to make passages, the *Monkbarns* was no beauty in the eyes of the old sailorman who was brought up to appreciate the clipper's grace, yet by means of every labour-saving device for working the cargo and sails she contrived to make a living in spite of the competition of steam. Like all Corsar's ships she had a flying horse as a figurehead which, appropriate enough in his *Pegasus*, was a little incongruous in some of the others.

"MONKBARNS"

THE "MONKBARNS" (1895)

THE fame of the *Monkbarns* principally rests on the fact that she has outlived most of her contemporaries, and is still in existence as a hulk, for she was a "steel box" of the most unromantic description which was built for Charles W. Corsar's Flying Horse Line by A. McMillan & Sons, of Dumbarton, who in the early days built some of the most beautiful semi-clippers afloat. The days of semi-clippers had gone, and the *Monkbarns* was built as a carrier only. She was one of quite a number of ships of practically the same design which McMillans turned out at that time, and standardisation always detracts from interest although the sailing ship invariably retained her individuality far more than any steamer.

At that time Corsar had quite a number of big ships in his fleet, and compared with the *Pegasus*, *Reliance* and *Glencaird*, of over 2,600 tons each, the *Monkbarns*, with her gross tonnage of 1,911 on dimensions 267 by 40·1 by 23·6, was comparatively small. She was a full-rigged ship, rather lightly sparred, with every modern labour-saving device for working the cargo and sails, but she had very comfortable accommodation both forward and aft, and her owners spared no expense in decorating her with really fine teak on deck and below.

Her hull was given a tremendous sheer, which gave her a powerful bow but did nothing to prevent

her being terribly wet. She took it in solid over the waist at the least excuse, and at the approach of even moderate weather it was necessary to use heavy timber to erect a breakwater to save the door leading under the poop. But at least it gave a certain amount of amusement to the seamen to see the steward with the cabin food making a riskful rush on to the poop, for the companion from it to the cabin was the only access available.

She was not only wet, but she was exceedingly slow, her only really noteworthy passage being 110 days from San Francisco to Falmouth, which was by no means a bad run for that year (1904), and beat some of the cracks. As a rule she was merely what the seamen used to call a "jog-along, roll-along tub".

Captain T. Atkinson supervised her construction, but in 1896 he was succeeded by Captain J. McNeeley, who came from the Isle of Magee which traditionally produced the toughest sailormen afloat. But he was a grand sailorman, and he took good care that all hands under him, particularly the apprentices, should learn to be practical sailormen too. He paid great attention to boat work, and the *Monkbarns* was generally successful in the various boat races that were got up by enthusiastic skippers in those days.

Captain McNeeley remained when her nominal ownership was transferred to D. Corsar & Sons in 1901, but the old ship still continued to jog along all over the Seven Seas, being best known on the San Francisco grain business which then employed a large number of sailing vessels. Captain McNeeley

gave up the command to Captain C. Robinson in 1906, and his first experience of the ship was certainly a wretched one, for she took 203 days to make the passage from Dover to San Francisco, being embayed in an icefield to the south of Cape Horn for no less than sixty-three days. The experience killed poor Captain Robinson, who was already an elderly man, and he was succeeded by Captain J. Parry.

In 1908, having delivered a cargo of grain from San Francisco to Cork, she was chartered by the White Star Line for a voyage from Liverpool to Australia. She crossed the Line forty days out, and passed the Cape of Good Hope in sixty-one, running her Easting down under three lower topsails and then getting into the very centre of a cyclone, which hammered her severely. Eventually she arrived at Sydney 123 days out. She did one or two more voyages on the Australian trade, Captain J. Donaldson succeeding Captain Parry in 1910, but in the following year the ship was sold to John Stewart & Co. for rather less than £5,000, Corsar's fleet being dispersed at that time and most of the others going to the Norwegians.

Stewarts kept her tramping as Corsar had done, and made a very good thing out of her during the War, for she managed to get out of the danger area in the early days and remained out of it.

After the Armistice she was put under the command of Captain William Davies, who had her until he died on board just before the old ship was sold and whose name will always be associated with hers.

Captain Davies came from Nevin in Carnarvonshire, and was a particularly popular master. He could be strict enough when it came to a matter of maintaining discipline, but normally he was the kindliest and most good-natured of men, who took great pride in his crew, and they in return loved him. He had been through the mill himself, for when he first decided to go to sea at the age of fourteen it was with his uncle who was in command of the barque *Eifion*. There was not going to be any family favouritism in that ship, and young Davies started his career before the mast, getting his certificate without indentures, and finally commanding the ship in which he started. It may be mentioned that the old *Eifion* was lost soon after he had left her. During the War he was torpedoed in the *Bedford*, and had a very narrow escape from drowning, for the German submarine offered to tow the boats towards shore and then suddenly dived. Happily Captain Davies had foreseen some such trick and had stationed his carpenter in the bow of the first boat with an axe.

In March, 1923, she left Birkenhead for Sydney with a cargo of rock salt. Captain Davies' nephew was in the forecastle and they had a terrific voyage of it, meeting very heavy weather which caused the cargo to shift and compelled them to run to Table Bay. Really she was very lucky to arrive there with smashed boats, one apprentice washed overboard and several men injured, much damage aloft, and, what was perhaps the worst part of all, the greater part of the provisions spoiled. It was not until the 14th July, 1923, that they arrived at Sydney

and then, in spite of their affection for Captain Davies, half the crew "jumped" her.

In 1925 she was tied up at Callao for a considerable time, and there was talk of sending her home in ballast to be scrapped when she picked up a guano cargo off the barque *Queen of Scots*, which had been condemned in Valparaiso. Captain Davies was then a very sick man, but his one desire was to complete that voyage in order not to let down his owners. His nephew, Richard Davies, who has been mentioned as shipping in her forecastle, was then mate, and seeing how ill his uncle was, he finally persuaded him to put into Rio, where the old man died three days afterwards of cancer. The whole crew attended his funeral, and it was a very sad ship which finished the voyage, the last straw being to run out of provisions and having to beg some from the North German Lloyd Liner *Raimund*.

Finally she arrived in the Thames ninety-nine days from Rio, and immediately afterwards was sold to a Norwegian whaling company, who wanted her as a coal hulk in Corcubion where she is still to be seen.

THE "MYRTLE HOLME"
(1875)

Iron barque, built 1875 by Bartram, Haswell & Co., of Sunderland, for Hine Bros., of Maryport. Dimensions, 211 by 32·9 by 19·7 feet depth of hold. Gross tonnage, 945. Nett tonnage, 902.

One of the bigger ships on the Tasmanian trade, the *Myrtle Holme* was like the rest of Hine's ships in being a semi-clipper and had the reputation of having a fine turn of speed. The elaborate and very finely carved teak-work on deck was appreciated by the men who had to clean it as little as the texts and moral precepts were by the apprentices, for whose benefit all Hine's ships carried them in profusion.

"MYRTLE HOLME"

THE "MYRTLE HOLME" (1875)

THE fleet of *Holme* barques owned by Messrs. Hine Bros., of Maryport, were famous traders to Tasmania in the old days, loading in the West India Dock, and the *Myrtle Holme* was, perhaps, the best known of them all. She was a little semi-clipper of 945 tons, built by Bartram of Sunderland in 1875 and originally rigged as a ship, although she was cut down to a barque after only three years' service.

At that time Hines were doing well, and were adding several ships to their fleet, the contemporaries to the *Myrtle Holme* being the smaller *Eden Holme* of 827 tons, and the *Castle Holme*, whose gross tonnage was 1,042 but which in most respects was a sister to the *Myrtle Holme*. At that time the firm had one or two steamers, but most of their ships were sailing vessels with quite a fair turn of speed, the *Myrtle Holme* having the reputation of being the fastest in the fleet.

She was also a very pretty little vessel with monkey poop, which looked well with Hine's regular colouring, a band of painted ports with the hull painted lead grey under them and black above, while the yards were mast colour with white poles and yard-arms. Like all Hine's ships, also, she had a good deal of elaborate and very finely carved teak on deck, not only scrolls but also texts and moral precepts which, it is to be feared, gave rise to a good deal of

ribaldry among the apprentices. It was a firm which, in prosperous days at least, took the greatest pride in its ships and it expected all hands to do the same; there was trouble if any of them were seen in port without the masts being beautifully stayed and the yards squared, the usual thing being to hoist the upper topsail yards in order to improve their appearance.

Although her owners were principally interested in the Tasmanian trade which they did so much to make, they were not the people to let good opportunities of profitable cargo pass them by, and their ships were frequently seen in Adelaide and Brisbane, bringing home wool and frequently carrying a few passengers. Captain J. Ritchie had the *Myrtle Holme* when she came out, and remained in her until about 1882, when he handed over to Captain J. Austin for a short time, but Captain J. W. Millican, with whose name the ship is usually associated, took over early in 1883 after having had command in the Company's ships for five years. Luckily Captain Millican was a most observant man who loved ships and the sea and could use his pen, with the result that there is more authentic material published concerning the *Myrtle Holme* while under his command than there is of many more important ships.

His first voyage was from the London River to Adelaide, and in April, 1883, she towed down stream in company with the Shaw Savill ship *Lyttleton*, bound for New Zealand. The two ships kept company down Channel and then parted, but when the *Myrtle Holme*, homeward bound, dropped her

anchor near the Nore on November 14th, the *Lyttleton* arrived within an hour, and they towed up the river together.

His 1884 voyage was also to Adelaide, and running before a heavy gale on her homeward voyage, a big sea swept her and carried away everything movable. Mr. Baker, the mate, was washed overboard and there was no opportunity of saving him, for even had it been possible to launch a boat, all hands were too busy saving the ship. The fore and main lower topsail yards, which were of iron, broke, she was a wreck forward, and her grain cargo shifted until she had a 10 degree list to starboard. All the livestock went overside, and the passengers on board begged Captain Millican to put into the Falklands. But she had a fine crew, who soon had wooden lower topsail yards rigged and, in spite of the fact that she had no boats until she borrowed one from the *Norman McLeod*, she made a fine passage into London.

In 1889, homeward bound, she had constant meetings with the *Loch Vennachar* at intervals, and finally towed up the river from Gravesend in her company.

Captain Millican gave up the command in 1892, and was succeeded by Captain W. Cobb, who retained the post until the ship was sold. He came out of one of the company's little wooden barques, and he always sailed with his Australian wife. Many of the old shipmasters used to do this, and it did not always make for a happy ship, sometimes for reasons that it is difficult to understand.

She continued to make good passages. In 1906 she was in Australian waters when her consort the

Eden Holme was wrecked; she received all the apprentices from the unhappy ship and sailed for home with over a dozen of them. Her half-deck was poor at the best of times, so that the extra lads were berthed in the forecastle, which by that time was practically empty of its usual denizens.

When she got back, Hines were in low water and had already sold most of their ships, the *Myrtle Holme* going to Arendal owners and being renamed *Glimt*. This left the *Castle Holme* the only sailing ship of the once large fleet, and she followed her consorts to the Norwegian flag immediately afterwards. The old *Myrtle Holme* was still under this name and ownership when, on the 4th September, 1915, she encountered a German submarine off the south west coast of Ireland while bound from Manchester to Gespe in ballast, and was destroyed after the crew had left her.

THE "NORMAN COURT"
(1869)

Composite ship, built 1869 by A. & J. Inglis, of Glasgow, for Baring Brothers, of London. Dimensions, 197·4 by 33 by 20 feet depth of hold. Gross tonnage, 855. Nett tonnage, 834.

Regarded by many as being the most beautiful clipper on the China trade, the *Norman Court's* sail plan was considerably narrower and higher than that of most of her rivals. Although she had much fuller lines forward than the majority of the clippers on the tea trade she was still given the raking masts which were specially designed to check their diving into the least head sea but which, in most cases, were quite unsuccessful in this. Her particularly beautiful figurehead was a portrait of one of the young daughters of the Baring family which owned her.

"NORMAN COURT"

THE "NORMAN COURT" (1869)

THE history of the clipper *Norman Court* is really the history of the Shewan family—father and son—who were successive commanders and on whose skill her reputation very largely rests. Baring Bros., of London, placed the order with Messrs. Inglis, of Glasgow, although they were primarily steamship builders and had only built four big sailing vessels, including the *Loch Etive* and *Oberon.*

But when they launched the *Norman Court* in 1869 everybody had to admit that she was a beautiful ship, which was not surprising considering that her designs were made out by the famous John Rennie, whose ships included the *Fiery Cross* and *Black Prince.* Like the famous *Cutty Sark*, which was built in the same year, she was really out of date before she was launched, for the opening of the Suez Canal had killed the chances of the China clipper, yet the *Norman Court* was an out-and-out racer, and although she may not have been in the very front rank with the old *Cutty*, yet she certainly led the second rankers. She was a beautifully built full-rigged composite ship with a gross tonnage of 855, and although on one occasion she carried about 1,120,000 pounds of tea her draught was still under 19 feet and she could have loaded more.

She was built and fitted out regardless of all expense, for her owners believed that they could

overcome the competition of the Suez Canal with speed and relied very greatly on the favour of the public who had been so enthusiastic over the clippers and their performances.

Everything on deck was solid teak and the bulwarks were panelled as carefully as the saloon bulkheads. Forward, her lines were very fine except for Rennie's usual trick of carrying the turn of the bilge well forward to ease her in a head sea, a feature which had a good deal to do with giving her the reputation of being the most weatherly of the whole of the tea fleet although it has to be admitted that she was always inclined to be tender. Above this hull, which was slightly marred by the poop, she had a very tall and particularly graceful sail plan, the mainmast being practically 140 feet from the deck to the truck.

Captain Shewan, the elder, took command of her when she left the ways, a fine type of seaman who had made his reputation in the *Lammermuir*. He came of Peterhead stock, brought up to whaling traditions and had his first command at the age of twenty-one, a schooner on the Grand Banks fish trade. After the *Lammermuir* he had the *Chaa-Sze* for some time, but it is with the *Norman Court* that his name is always connected.

On her maiden run out to China she could not touch the times of the *Lahloo* and *Sir Lancelot*, but she made a good run of it, and homeward bound she docked in London 105 days out of Foochow.

When in the Gulf of Siam a distinct shock was felt and the ship gave a lurch, but it was not until she

dry-docked at Rotherhithe that the cause was discovered, for in her side was the horn of a swordfish, buried over six inches into her planking. That horn reposed in Baring Bros.' offices in Bishopsgate Street for many years afterwards.

For her second voyage, Andrew Shewan, junior, joined her as mate. He had already had good experience under his father, who believed in science to a degree rather unusual among sailing ship masters of that day, and came to the ship with a fine reputation, but he himself admitted he learned a good deal more while he was mate of the *Norman Court* racing. Under father and son, she made some magnificent passages, winning the tea race of 1872 with a time of ninety-six days.

Shewan, junior, had just got his master's ticket when, outward bound from London to China, his father was suddenly taken seriously ill in the Channel, and it was decided to put into Dartmouth to land him for proper medical attention.

In spite of the fact that the younger man was only twenty-three years old and his master's ticket was not yet christened, he soon showed that he was just the man for the job, although, unfortunately, the grand old skipper did not live long to see his son's triumph. His first race was an excellent one, for the *Norman Court* left Foochow just before the *Argonaut*, and by persuading the famous Gravesend tug *Robert Bruce* to tow her up—for £65 instead of the £80 that the captain demanded—Shewan thought that he had won, but it was only to discover at Gravesend

that the *Argonaut* had arrived an hour or two previously.

Like so many other China clippers, she was then put on to the Colonial trade, but still carried tea on the homeward run until the steamers took all the profit out of it.

In the late 'seventies her ownership was transferred to Mr. C. L. Norman, but as he had all along been connected with her management there was but little real change and she continued to carry on in the old way, although he economised by cutting her down to a barque. This alteration made very little difference in her speed.

Unfortunately, although he was still a young man, Shewan's health was giving a good deal of trouble and he was advised that the only way that he could hope to prolong his life was to give up the sea. He accordingly handed over to Captain "Dandy" Dunn, but he lived until December, 1927, when he passed away peacefully at the age of seventy-eight. Captain Dunn never made such a reputation in the ship as Captain Shewan, although there is no doubt that he was a very smart master and did exceedingly well with her in very discouraging circumstances with the days of the clipper obviously done.

She was sold to Messrs. Baine & Johnston, of Greenock, who were associated with the sugar business on the Clyde, and soon afterwards changed hands again to James Grieve, junior. On the sugar trade she was almost invariably employed to the East Indies, and it was soon after leaving Queenstown on a voyage from the Islands in March,

1893, that she was wrecked on the Anglesea coast. The crew took to the rigging and were not rescued until many hours afterwards, when two of them had died of exposure and the old *Norman Court* was past all hope of salvage.

THE "NORTH STAR"
(1892)

Steel, four-masted barque, built 1892 by Grangemouth Dockyard Co., of Alloa, for A. Bilbrough & Co., of London. Dimensions, 316·8 by 43·2 by 24·5 feet depth of hold. Gross tonnage, 2,761. Nett tonnage, 2,627.

Built at a time when most British sailing ships were designed primarily for economy, the *North Star* was conspicuous for her tremendous sheer forward and the fact that she crossed three skysail yards when the majority of the four-masted barques of her day were bald-headed and carried nothing above their topgallants. Her big "Liverpool House" amidships added greatly to her comfort but made her a little awkward to work.

"NORTH STAR"

THE "NORTH STAR" (1892)

WHEN the four-masted barque *North Star* was built by the Grangemouth & Alloa Dockyard Co. in 1892 she was the biggest sailing ship hailing from the Port of London, and it is very doubtful whether she was surpassed in that distinction down to the last days of sail. Her owners were Messrs. A. Bilborough & Co., still very active as insurance brokers, and when the *North Star* was commissioned their only other ship was the 1,817-ton *Old Kensington.*

The *North Star* was a very much more elaborate ship, for although she was only intended for the tramping service from the very beginning, she was magnificently built and fitted. She cost Bilboroughs £38,000, then considered a tall price, and they got precisely the same sum for her when they sold her to the Germans several years later. But they had spared no expense on her upkeep, and she was generally known as "Bilborough's Yacht".

Crossing a skysail yard on fore, main and mizzen, she was a particularly lofty ship, and far better looking than most of the more modern four-masted barques. With a 34 foot forecastle and a 53 foot poop, she had a long midship house 42 feet long, accommodating the whole of the big crew—38 while she was under the British flag. She had the donkey

engine and its boilers in a house forward. Her steam gear was regarded as the finest in any sailing ship of that time, when it was unusually cut down to the minimum, and was sufficient to weigh the anchor and hoist the three topsail yards at the same time. A whole-time donkeyman was employed, and she also had a big condenser which was enough to supply the whole crew with water, a godsend in any sailing ship.

In spite of the long poop which she was given she had really no passenger accommodation—by her day the sailing ship was dead in that business—but under it there were two saloons, the after one private to the captain, in addition to the officers' quarters and a half-deck for eight apprentices, which was novel in its solid comfort and was probably only beaten by some of Milne's Inver ships.

When they had her designed, Bilboroughs insisted on solid strength everywhere, and she greatly exceeded Lloyd's requirements on every point. The standing rigging especially was made very much stronger than usual. The breaking strain of her lower rigging for instance, was 70 tons, whereas Lloyd's only demanded 28 tons in the case of iron and 40 in the case of mild steel. Yet even these precautions could not prevent her being dismasted on more than one occasion as her history will show. Her gross tonnage was 2,761 on dimensions 316·8 by 43·2 by 24·5 depth of hold, so that she was only a little bigger than the very similar Liverpool barques *Lord Ripon* and *Lord Brassey*, which were built by the same yard at about the same time.

Her first commander was Captain J. H. Jones, who had commanded the company's ships since 1881, and the owners took very good care that everything was of the best. One innovation in her running, possibly unique in the history of sail since the days of the East Indiamen, was that the third mate kept a watch and was therefore able to put in the necessary time for his certificates. One of Mr. Bilborough's nephews and Mr. F. J. Parsons, of the Gravesend Pilotage Service, were two officers who were able to take advantage of this opportunity. Captain Jones only had her for a short time when he was succeeded by Captain J. Brown, a man then in early middle age, and described as one of the finest masters who ever commanded a ship, and a grand man to serve under. He was deeply respected both fore and aft, and although he invariably carried his wife to sea with him, she was as popular with the crew as she was with the apprentices whom she mothered, a rather unusual state of affairs in sail. Table napkins in the saloon and other refinements were not the usual thing in those days.

Captain Brown certainly made her a happy ship, but she was equally certainly a most unfortunate one, having a particularly eventful voyage under his command. She left Dunkirk for New York in order to load case oil for Japan, but ten days out she was dismasted, her fore topmast, main topgallant and jibboom going over the side, and although every effort was made to break the rigging screws on the weather side with a seven pound hammer, it made no impression on them and when finally she got into Falmouth under her own sail they were fit to

be used again. After six weeks she made New York, but by that time she had lost her charter, and received orders to proceed in ballast to Newcastle, New South Wales, for a cargo of coal. Seven days out she was again dismasted, and put into Philadelphia, where she was refitted at Cramp's Shipyard and picked up a charter to carry coal from Norfolk, Virginia to Rio. Before she arrived at the Brazilian port typhus broke out on board, and many deaths rendered her so shorthanded that it was necessary to run the donkey day and night, resulting in a fire breaking out and burning two lifeboats as well as the top of the donkey house and a good deal of gear. Arrived at Rio, she met yellow fever, and only two men in the forecastle remained on their feet. It was some time before she was able to proceed with a new crew.

Captain F. T. Gruzelier succeeded Captain Brown in Philadelphia, having previously had command of the last sailing ship belonging to Donald Currie, and when Captain Brown left the ship the whole crew manned the rail and cheered him to the echo. Bad luck still pursued her, and soon afterwards she was again dismasted, having to be towed back from the River Plate. Bilboroughs then decided to sell her, and in 1898 she went to R. M. Sloman, junr., of Hamburg, who re-named her *Alsterufer*. That firm gave up its sailing ships in 1911, and she became the *Susanna Vinnen* of Bremen, having that name when war broke out, and found her in Newcastle, New South Wales, where the Prize Court issued an order for her detention. She was requisitioned by the Australian Government under the name *Carrabin*.

In the summer of 1916 she came back to the Thames, and was reclassed 100 A 1 in London, but on the first of October, 1917, she met a German submarine about ten miles from Daunt's Rock, and was torpedoed without warning, although luckily she stayed afloat long enough for her people to get away in safety.

"PASS OF BRANDER" LATER "BENGAIRN"
(1890)

Steel, four-masted barque, built 1890 by R. Duncan and Co., of Port Glasgow, for Gibson & Clark, of Glasgow. Dimensions, 280·5 by 42·1 by 24·4 feet depth of hold. Gross tonnage, 2,127. Nett tonnage, 1,993.

In rig half-way between the Jubilee barques and occasional lofty modern vessels like the *North Star* the *Pass of Brander* had a good workmanlike sail plan and, with her shapely hull and exceptionally long flat floor with fine ends, she was capable of making some excellent passages and would stand up in harbour, and if necessary move short distances, without a ton of ballast on board. Among the survivors of the Australian trade, however, she is remembered principally for the excellence of her accommodation and the personality of her people.

"BENGAIRN"

"PASS OF BRANDER" LATER "BENGAIRN" (1890)

THE *Pass of Brander* was one of the comparatively few sailing ships which attained far greater fame under her second name than under her first, for although she was a very fine ship all her days, it is as Rae's *Bengairn* that she is principally remembered, particularly on the Australian trade. Perhaps personality had a lot to do with it.

She was built in 1890 by R. Duncan & Co., of Port Glasgow, for Messrs. Gibson & Clark, a well-known firm of Clydeside sailing ship owners of that day. A steel four-masted barque of 2,127 tons gross, her general design was not unlike the ship *Pass of Balmaha* which preceded her and which finished her days as the German raider *Seeadler*.

Her hull had an exceptionally long flat floor with fine ends, characteristic of the Morecombe Bay schooners which were so famous in their day for fast sailing and good loading. The principle also answered in the *Pass of Brander*, for she would load well over 3,500 tons of cargo on a smaller nett tonnage than almost any other sailing ship of that capacity afloat. Also she would stand and shift in harbour without a ton of ballast on board, which, in Captain Learmont's day, saved at least one charter when times were bad and excuses were being sought.

Her quarters were particularly comfortable. In the forecastle, although it was in the worst position, each watch had its own section, partitioned off, while the deck-houses were not used for accommodation to the extent usual in similar sailing ships of her date. The foremost one was large and contained the donkey boiler, winch, galley and carpenter's shop, with the berths of the cook and carpenter —in her later days she did not carry either boatswain or sailmaker. The after deck-house was used as a paint and oil locker only, while the half-deck was under the poop, divided from the officers' quarters by a steel bulkhead. Another curiosity of her design aft was that the captain's room was forward of the mate's, while it was the second mate's room which looked out on to the waist. Her designers paid very particular care to the details of her accommodation and the result was certainly appreciated.

Her original owners ran her for sixteen years, and not only found her an excellent dividend earner but gave her a good reputation on various trades, although she had few really extraordinary passages. Her first master was Captain J. MacDowall, who had her for six years, and in 1897 handed over to Captain W. J. Ryder. These were the only captains who had her under Gibson & Clark's ownership. It was when she was commanded by Captain MacDowall that on one occasion she passed the famous Aberdeen clipper *Patriarch* although, in justice, it must be said that the *Pass of Brander* was in ballast while the *Patriarch* was loaded exceptionally deeply.

During the slump which hit sailing ships so hard round about 1906, the *Pass of Brander* was put on the

sale list, and at the same time Messrs. J. J. Rae and Co., of Liverpool, were wanting a ship of her type to replace the *Brenda* which had been burned at Valparaiso. Captain John Rae, the head of the firm, was a really fine sailorman who had made his name under his father's ownership and at the same time was a real shipowner of the old school, making personal friends with his officers and keeping them firmly and deeply attached to him all through their careers. It may be mentioned, though, that they were nearly all chosen, in addition to the crew, from his own particular district in Scotland.

To replace the *Brenda* several ships were examined and rejected for various reasons, mostly because they had single topgallants which were not easily handled by a small crew. Then, at the same time, Captain Rae examined and fell in love with the old *Alcyone* in Cardiff, while Captain James Learmont of the *Brenda* was ordered to examine the *Pass of Brander*, at St. Nazaire. After a good deal of discussion, the *Pass of Brander* was finally bought for £7,500, and there was never any reason to regret the bargain.

Captain Rae gave her the name of *Bengairn*, invariably shortened to "B.G.", and put her under the command of Captain Learmont. After being surveyed, she was towed to London by Messrs. Watkins' well-known *Arcadia* to load for Adelaide and Melbourne for Anderson, Green & Co. On this passage she showed what she could do, for the *Lock Rannoch*, which was certainly no wagon, sailed from Glasgow on the day that the *Pass of Brander* was accepted at St. Nazaire, but arrived at Adelaide

on the same day. It may be noted that later passages fully maintained the promise of the first and old John Rae invariably used to carry her abstract log in his pocket to the Liverpool Shipping Exchange, which made him thoroughly unpopular with some of the other owners.

In addition to her passages, the *Bengairn* had a splendid reputation for turning out successful boys. Captain Learmont was very keenly interested in their welfare, far more than most sailing ship masters were in those days when apprentices were merely regarded as cheap labour, and having learned his craft at a very hard school himself, he did everything he could to help them. In this very fine policy he was greatly helped by his Finnish carpenter, who was with him for many years in various ships.

The apprentices were expected to work and to work hard, but they were fed "full and plenty" instead of on the Board of Trade scale, and Captain Learmont always sailed with his wife and family on board, which helped to give the boys a floating home, permission to play the saloon piano being one of their cherished privileges. But no apprentice was ever allowed to sign his indentures without first giving his promise not to smoke while he was in his time.

When the *Bengairn* was dismasted and had to put back to Sydney in November, 1907, after being thrown on to her beam ends in a hurricane, the lowest tender for re-rigging her was £2,007, which Captain Learmont, who was then a man of twenty-eight, regarded as excessive. In his early days the ship's company had been expected to prove them-

selves practical riggers, and he saw no reason why his crew and apprentices should not prove themselves equally capable. Among other things, nearly a hundred blocks had to be made, only the actual spars and canvas being sent out from England by steamer. In the end the whole job was finished and cost £1,094, of which £115 was extra pay for the crew, and needless to say the underwriters were delighted.

Captain Learmont gave up the command of the ship in 1908 preparatory to joining the Cinque Ports Pilotage Service, from which he was selected to be Superintendent of Pilots at Harwich, and he was succeeded by Captain J. H. Rae, the nephew of the owner. He was still in command on April 1st, 1916, when the old ship, some 165 miles from the Fastnet, encountered a German submarine which immediately opened fire and made the crew abandon her without a moment's delay. The result was that they suffered terribly from thirst and exposure for three days and three nights before they were picked up after the melancholy experience of seeing the grand old ship sunk.

THE ABERDEEN "PATRIARCH"
(1869)

Iron ship, built 1869 by W. Hood & Co., of Aberdeen, for George Thompson & Co., of Aberdeen. Dimensions, 221·1 by 38·1 by 22·3 feet depth of hold. Gross tonnage, 1,405. Nett tonnage, 1,339.

Built with a long poop for the old passenger trade, the *Patriarch* was long ahead of her time in that the lowermasts and topmasts were made in one, and the topgallant masts were telescoped into the heads of the topmasts. When she first came out she had single topgallant sails, but in the interests of economy these were later changed to double except on the mizen.

"PATRIARCH"

THE ABERDEEN "PATRIARCH" (1869)

THE Aberdeen Liner *Patriarch* was not only one of the most famous clippers of her age on the Australian trade but was also the forerunner of a new era, for she was the first iron ship that the premier Australian company possessed, and she was so successful that from that day onwards the wooden and composite ships on which they had founded their reputation were regarded as quite obsolete. Walter Hood, of Aberdeen, built her for Thompson and Co. in accordance with tradition, an iron ship with dimensions 222·1 by 38·1 by 22·3 depth of hold, giving her a gross tonnage of 1,339, and making her a noteworthily large ship for her day —1869.

She was designed for the Australian trade, carrying general cargo outwards and wool home, with passengers in both directions, and was given very comfortable accommodation for forty people in the first- and second-classes. They were all housed under the poop, whose length of 90 feet was another unusual point in her design, and they were provided with two saloons out of which the staterooms led in the old way, the second-class being on the starboard and the first-class on the port side. On the poop was a tiny deck house, little bigger than a companion, which was the first-class smoking-room; when the *Patriarch* came out smoking in mixed company was

not regarded as being at all genteel, and she was always a perfect lady.

Her half deck was in a large deck-house just abaft the foremast, but as she was an unusually dry ship for a clipper, this was no great disadvantage. She carried eight apprentices in the usual Thompson style, and it is doubtful whether any ship ever taught so many well-known London sailormen their craft. To mention only a few, there were Captain Oswald Lewis, late Superintendent of the Gravesend Sea School, Captains Gamble and Percy Collins, of the Aberdeen Line, Captain Randell, the Superintendent of the P. & O. Line in Tilbury, Captain King, the Board of Trade Examiner for lifeboat work, and many others.

With regard to her rigging, the peculiarity was that there was no doubling of the masts. The lower masts and topmasts were all in one; topgallant and royal masts of Oregon pine telescoped into the topmast heads and were set up by lanyard rigging. As far as weight-saving and trimness of appearance went there was nothing left to be desired in this arrangement, but they were anything but an advantage to the sailorman going aloft, for there was no spread above the topsail yards and it was generally necessary to leave one's seaboots in the tops.

This arrangement permitted her to lay very close to the wind, and she was undoubtedly a wonderful all-round ship, running beautifully. In quite early days she had double topgallants on the fore and main, but it was not until later that they were put on the mizzen mast as well.

Thompsons meant to have the very finest ship

that money could buy, and had not the least intention of letting down the reputation made by the *Thermopylae* of the previous year. They paid £24,000 for the *Patriarch*, then regarded as a colossal sum, but she certainly proved a good bargain for them. When she came out in 1869, Captain G. Pile was put in command, and remained in her for seven years. During that period she made some excellent passages, and in 1877 he handed over to Captain H. Plater, who had her for another ten years, and who finally became ship's husband, as the marine superintendent was known in those days, for the company. He also sailed some splendid passages in her, his most noteworthy races being against the *Loch Garry*, which resulted in a dead heat in 1884, the *Sir Walter Raleigh*, the *Thermopylae* and the *Salamis*.

The old *Patriarch* started a new chapter of her career in 1888, when Captain "Nat" Allan took over from the *Ethiopian*, and although he only had her for three years he made a great name in her. He came from Aberdeen, and belied every traditional characteristic of the Aberdonian. He was as big in heart as he was in body, and stood well over six feet. Everybody loved him, and nobody appealed to him for help in vain. At the same time he was a magnificent seaman with rather original ideas of his own. One of these was the split cross jack, while he was one of the originators, if not the actual inventor, of the perforated sail which was also adopted in the *Loch Torridon* and *Cimba*. Later he was the master of the *Miltiades* running out of the London River.

There was great sadness when he left her after only three years in command, but he was succeeded

by a man who was equally popular, Captain Mark Breach, who remained in command until she was sold in 1898. He had already made his reputation in the *Jerusalem* and *Aviemore*, and although he was a strict disciplinarian, he was not loved any the less for that, and his ship was a tribute to his ability. He was a Hastings man, an unusual district from which to find the captain of an Aberdeen ship hailing, and he was nearly, if not quite, as popular as Captain Allan, although in a different way. He was very keen on boat pulling for his apprentices, and in those days the smartness of a ship was generally judged by the smartness of her boats. After the old *Patriarch* had been sold he left the sea and became a surveyor in Australia, where he died.

All this time the old *Patriarch* was carrying her full complement of passengers, including a large proportion of those who were travelling to Australia on business or for settlement, and not only the consumptives who were the last supporters of most of the passenger sailing ships. She still continued to make excellent passages, and her popularity was certainly not abated, but by 1898 the Aberdeen Line had gone in whole-heartedly for steamers and had built up a fine fleet. So when the *Patriarch* failed to get her usual Australian cargo in 1897 her owners made up their minds to sell the remaining sailing ships, and in the following year she went to interests in Stavanger for £3,500, which was only a fraction of her real value, for Thompsons had never stinted money on her upkeep and her hull was still in wonderful condition. The Norwegians who bought her appreciated her qualities and,

unlike so many ships purchased from the Red Ensign, she was not fated to be cut down to a barque but remained a lofty full-rigged ship to the end.

Perhaps such an aristocrat of the sea was never suited for tramping work under the Norwegian flag, but there is no denying that she was never the success with them that she was when she was flying the white-starred house flag of the Aberdeen Line. In 1903 she stranded when carrying timber to the River Plate, but she refloated and continued to tramp, making some passages which were excellent, until February, 1912, when she was wrecked on the Cuban coast and left her bones there in spite of all efforts.

THE "PIAKO"
(1876)

Iron ship, built 1876 by A. Stephen & Sons, of Glasgow, for the New Zealand Shipping Company, of London. Dimensions, 215·3 by 34 by 20·5 feet depth of hold. Gross tonnage, 1,136. Nett tonnage, 1,075.

The New Zealanders took just as great a pride in their sailing ships as did the Australians, but whereas the Australian ships were nearly all of individual design, although often enough of the same general type, the New Zealanders built very much more in classes of sisters although, as was usual in sail, it was very difficult to design an exact sister and they varied greatly in performance. The *Piako* was typical of the New Zealand Shipping Co.'s sailing ships before they finally turned to steam and she was originally designed to carry a fair number of passengers, while her spars were unusually heavy for her day, although on the New Zealand trade weight and strength were often badly needed.

"PIAKO"

THE "PIAKO" (1876)

Of all the magnificent sailing ships which were formerly maintained by the New Zealand Shipping Company between the London River and the Dominion, there are few better remembered than the *Piako*, which was built by Stephens, of Glasgow, in 1876. She was a sister to the *Opawa*, and was one of the last sailing ships to be built for the company, which soon afterwards went in for steam and continued the policy of native names—some of which turned out not to mean quite what their owners thought they did—in the clipper-stemmed steamers. But even when these steamers were on service there was plenty for the sailing vessels to do for some years.

Before the *Piako* and *Opawa* were built the company had gone to Palmers of Newcastle for the well-known *Hurunui* class, ships of round about 1,055 tons, but the *Piako* was considerably bigger, having a gross tonnage of 1,136 on dimensions 215·3 by 34 by 20 feet depth of hold, although when she came out the end of the passenger trade in sail was in sight and she had not as much accommodation as the *Hurunui* and her sisters. The *Piako* and *Opawa* were exact sisters originally, but only the latter was fitted with insulated holds for the carriage of meat.

The original passenger service of the *Piako* was shown by the very beautiful finish of her fittings and the fancy-work which was introduced anywhere

that offered opportunity. It was particularly fine inside the high wooden bulwarks, and naturally her people took the greatest pride in it. Aloft she carried nothing above her three royals and had large single topgallants, being very much on the heavy side with regard to her rig. This heaviness was not accidental, however, for her owners believed in having everything as strong as it could be and letting their ships be driven hard, particularly in running their Easting down. The *Piako* was certainly capable of a very high speed, 319 miles in twenty-four hours standing to her credit.

When she was being driven she was certainly very wet in the waist, and was particularly liable to take a good deal of water over her quarter, but she had the reputation of never having been pooped in her whole life and used to lift like a graceful sea bird to the towering seas which seemed so high above her poop that a canvas screen was always rigged behind the helmsman when she was running her Easting down. It required even more than the *Piako's* reputation to hold the average man's nerves steady if he could watch it coming.

In her earliest days she carried a very large number of emigrants from all parts of the Kingdom to New Zealand, in addition to a fair number of saloon passengers, but when the company introduced steam into its fleet the new ships carried all the third-class passengers and only occasional saloon passengers went out under sail by their own choice. So the *Piako's* 'tween-deck ports were plated over and her entire hull was used for cargo, usually general cargo out and wool and tallow home, with a certain amount

of heavy cargo to ease her. All this freight had to be worked out by hand, for she came out before the days when British shipowners saw any virtue in labour-saving devices.

Her crew were accommodated in the 29 foot topgallant forecastle without any great comfort, the deck-house contained the galley and petty officers, while the half-deck was quite a comfortable one under the break of the poop, its only disadvantage being that it was in a position to stop a lot of water in the waist. As a rule she carried four apprentices only, and they had plenty of room. The spare rooms under the poop, which had been fitted for passengers, were scarcely used after her first few years' service.

Captain J. Fox was her first master, but after a year he was succeeded by Captain W. B. Boyd, who had been used to racing out to the Colonies and who got the best out of her. On some of his best passages he had Mr. Holbecke for his chief officer, and Banks and Hazelwood as seconds, all good men. But all their qualities were called for in 1878 when she caught fire off the Brazilian coast. The *Loch Doon* took off the passengers, but the whole crew volunteered to help Captain Boyd get her into safety, and they reached Pernambuco the same day as the *Loch Doon*. The ship had to be scuttled to put out the fire, and when her passengers were landed they had a terrible outbreak of smallpox which claimed many victims. Captain Boyd's behaviour throughout the whole business won him the very highest commendation, and the way he was backed up by every man of his crew calls for notice. He had her until 1883, when she was put under a different command

for each of her two next voyages, then Captain Boyd came back for a very short time and finally in 1885 was succeeded by Captain R. Sutherland.

Captain Sutherland, "Jock" as he was invariably called, was a man even more remarkable than Captain Boyd. He was an Orcadian by birth, and was originally a ship's carpenter. A colossal man, nearly six feet six inches high, he was as gentle as a lamb for all his great strength. He trusted his officers to get on with their job, and it was very seldom that he saw any reason to interfere, but when he did it was not easily forgotten. He believed that an officer of a sailing ship should be able to turn out a spare spar as well as the average ship's carpenter, and that he ought to be a thoroughly practical sailmaker as well. So, while his officers got on with the running of the ship, he paid every attention to the training of the apprentices and any boys that he might have on board. Many a first-class sailorman, including some of the senior officers in the New Zealand Company, has good reason to be deeply grateful to "Jock" Sutherland for all he did for them.

As long as things went smoothly and his instructions were carried out he was as lighthearted as a boy, his great rumbling laugh being always near the surface, and he wanted all his hands to feel like laughing too, especially the youngsters. One point on which he was always very strict was that no work was to be made merely for the sake of keeping the men's noses to the grindstone, and under Captain Sutherland the *Piako* was a thoroughly happy ship. For part of his time he had a mate, Mr. Davison, a very different man but a thoroughly good fellow under all his

growling, and it fell on to him to bring the ship home when Captain Sutherland broke his leg at the Bluff through a gangway slipping.

But in Sutherland's time the old ships' days were already numbered, with the steady improvement of the steamer on the New Zealand run and the greater profits that were possible as her engines became more and more economical. So the old *Piako* was sold to a German firm in 1892, her purchasers happily being proud enough of her record to abstain from changing either name or rig, and it was under their flag that she went missing in November, 1900, while carrying grain from Melbourne to the armies fighting in the Transvaal War.

THE "SAMUEL PLIMSOLL"
(1873)

Iron ship, built 1873 by W. Hood & Co., of Aberdeen, for George Thompson & Co., of Aberdeen. Dimensions, 241·3 by 39 by 23·1 feet depth of hold. Gross tonnage, 1,510. Nett tonnage, 1,444.

Built during a period of transition, the *Samuel Plimsoll* had the disadvantage of inside channels, the narrow spread of the lower rigging making it terribly liable to carry away. It was fitted with deadeyes and wire lanyards, an unusual feature, and after every really serious blow it was necessary to examine it very carefully to see how many of the iron strops round the deadeyes had given way. This feature accounts for the amount of gear that she lost during her career, when she was dismasted more than once.

"SAMUEL PLIMSOLL"

THE "SAMUEL PLIMSOLL" (1873)

It was not often that a clipper ship had the distinction of flying the house flags of two first-class firms like the Aberdeen and Shaw Savill Companies during her career, for in the old days transfers to first-class companies were comparatively rare, but that is only one of the distinctions which marked the old *Samuel Plimsoll* as a really outstanding ship. She was an iron clipper, built by Hood, of Aberdeen, for the Aberdeen Line in 1873, the company having taken to iron construction with the *Patriarch* of 1869 and the *Miltiades* of two years later. The *Plimsoll* was built as an improvement on both of them, and her dimensions 241·3 by 39 by 23·1 depth of hold, slightly longer and narrower than those of the *Miltiades*, gave her a gross tonnage of 1,510. Like all the Thompson ships of her day, she was fitted with double topgallants and no skysails, while her 'tween decks were specially arranged for the carriage of emigrants. As a rule she carried about 200, but there were occasions when she was taken up by the New South Wales Government when she contrived well over 400 and still retained some measure of comfort.

Her figurehead was an example of the somewhat unusual attitude which the Aberdeen Line took towards the shipping problems of their day, for it was a portrait of Samuel Plimsoll, the reformer,

in a somewhat constrained attitude with a scroll of paper in one hand and the other across his chest. Like all Aberdeen figureheads, this was painted white, and when she passed into Shaw Savill ownership the custom continued. This figurehead, which was quite a fine one of its kind, is still preserved in the museum at Perth, Western Australia, where the old ship is well remembered. But in honouring a man who was at that time carrying out his campaign against "coffin ships," the Aberdeen Line went directly against the policy of nearly all their contemporary shipowners, and came in for a certain measure of the abuse that was showered on Plimsoll, being freely described as traitors to their caste. As a matter of fact, as Thompsons had always taken the greatest care of their ships ever since they started operations with the *Childe Harold* in the 'twenties, they had nothing to fear from Plimsoll's campaign and were not afraid of showing their sympathy.

Aloft she was a handsome ship, but from the seaman's point of view had the disadvantage that her inside channels made her terribly liable to carry away her lower rigging, which had deadeyes and wire lanyards, and after every blow it was necessary to examine them all to see how many of the iron strops had given under the strain. It was this factor that made for all the trouble aloft that she had during her career.

She had a 34 foot forecastle, a 59 foot poop, and an island monkey-poop which gave good headroom for the saloon, for she was intended to carry passengers all through her career and had a few spare cabins, occasionally occupied by passengers, to the end of

her days. The half-deck was on the starboard side under the fore part of the poop and had its own hatch, the accommodation being very fair for the period. The officers on the port side had quite comfortable quarters, and taking it all round she was an exceedingly popular ship. Normally she was not at all unreasonably wet for a ship with such fine lines, except when she was hauled on a wind, when she would certainly travel but took it over in masses. Unlike many of the clippers, she ran remarkably well.

Like all the later Aberdeen ships, she was designed for the Australian trade, running first to Sydney and then to Melbourne and loading wool homeward. She first sailed with Captain R. Boaden as master and J. Henderson as mate, both of them very well-known in the Colonial trade, and she very soon made a reputation as a flyer. At the same time she was not altogether lucky, for in 1875, when starting out with a large party of emigrants on board, she ran down the barque *Eurica* in the Channel, and was delayed while she took back the survivors. Sixty-eight days from home to Sydney is her record, but where she distinguished herself most was in the runs that she made in bad weather. In 1876 she reeled off 2,502 miles in eight days, the best twenty-four hours being 348 miles. In 1883 she averaged 278 miles a day for thirteen days, her best being 337, and in 1885, homeward bound, she ran 4,020 miles in fifteen days. No wonder the Australians took a keen interest in her.

When she was dismasted in 1879, Captain Boaden earned the thanks of the underwriters by the way

he got her home, and when he was succeeded by Captain Simpson she lived up to that reputation for she was dismasted again within sight of an American sailing ship, which immediately sent a boat across to offer to take her passengers on. Helplessly crippled as the *Plimsoll* appeared to be, Captain Simpson declined the offer, and the American told him that he would report the ship at Melbourne. But the crew of the *Plimsoll* contrived to get a jury rig up and eventually she arrived at Melbourne eighty-two days out from home, so that when the American captain went up to the office to report the accident, Simpson was already sitting there and had been in port some days.

She certainly was unlucky, and in 1899, while anchored in the London River, she caught fire and had to be scuttled. Eventually salved, she was bought by Mr. Walter Savill, a member of the firm of Shaw Savill and Albion, and run with the rest of the fleet although she was used principally to Australia, whereas their normal service was to New Zealand. She sailed as a Shaw Savill ship and used their regular berth in the East India Dock, but she was outside their close organisation.

Captain A. Jaffray was appointed in 1900 and again had bad luck, for going across to Norway to load a cargo of timber for Melbourne she carried away her beautiful long jib-boom in the North Sea. Captain Jaffray had originally been a ship's carpenter from Peterhead, and he did more to replace the lost spar, although with a rather short one, than his own carpenter. She went out to Melbourne, was towed to Geelong, and then had to wait for three months

for a cargo of wool, her next run being from London to Melbourne direct.

Captain Jaffray was succeeded by Captain J. J. Fawcett, and the ship was sent to New Zealand, but while passing the Nugget Point Light in September, 1902, she encountered a terrific gale, and once again her lower rigging let her down. Both main and mizzen masts went overside; the wonder was that nobody was hurt. Luckily she was picked up by one of the Union Steamship Company's vessels and towed to Gisborne Roads, where she was later sold and went round to Sydney, and then on to Fremantle, as a coal hulk for Browns, the well-known Australian coal people. Quite recently, being regarded as worn out, she was towed out to sea and scuttled.

THE "SHAKESPEARE"
(1876)

Iron barque, built 1876 by R. & J. Evans & Co., of Liverpool, for E. C. Friend & Co., of Liverpool. Dimensions, 191·8 by 31·8 by 19·2 feet depth of hold. Gross tonnage, 794. Nett tonnage, 767.

A smart little vessel when first she came out, the *Shakespeare* survived to a somewhat melancholy old age in the "onker" trade, the short timber trade between the Baltic and the London River at freights which the steamers did not find attractive. Even in that trade, however, her graceful lines were conspicuous and she made some excellent passages before she was finally lost.

"SHAKESPEARE"

THE "SHAKESPEARE" (1876)

THE iron barque *Shakespeare*, of 1876, had a very long career in connection with the London River, for, relegated to a foreign flag on the "onker", or firewood trade, she was one of the last survivors and was only lost in 1930.

Her original owners were Messrs. E. C. Friend & Co., of Liverpool, who had her built by Messrs. R. & J. Evans of the same port in 1876, a very slightly reduced duplicate of the equally well-known *Lalla Rookh*, who also finished up her life in the Thames timber business. She was an iron single-decked barque of 794 tons gross, her dimensions being 191·8 by 31·8 by 19·2 depth of hold, while her forecastle was 25 and her quarterdeck 47 feet long. She had particularly sweet lines, but was a very lively ship in a seaway, and was no flyer, being unable to stand any great force of wind.

Although not intended as a passenger carrier, she had one or two spare cabins and a very comfortable saloon panelled in bird's-eye maple picked out in gold, a far better one than is usually associated with ships of her type. Her half-deck was under the forward end of the poop, and for years its accommodation consisted of four bunks and a hammock, although the latter was later replaced by a fifth bunk. The crew, which was never a particularly large one, was housed under the forecastle.

Her first commander was Captain Hughes, and under her original ownership he was succeeded in turn by Captain W. Dowling, Captain H. C. Luen, with one voyage intervening under Captain J. M. Westcott, and then Captain D. Goodman. She was then used on a variety of services, principally to Australia and the West Coast of South America.

In 1894 she was transferred to Mr. William Nicholson, a partner of Nicholson, McGill & Co., and although she was his private venture, she was always regarded as one of that fleet and treated exactly like the others. Under his ownership the best known commander was Captain J. C. Tod, a Liverpool Scotsman, who had a great reputation among the shellback seamen who discussed their masters so very freely in the old days. A strict teetotaller himself, he was by no means a bigot, and would always give the men their tot after particularly hard work off the Horn. He was admired as much as a seaman as he was as a man, and always insisted on having a British crew, almost invariably drawn from Liverpool. It is, perhaps, the greatest tribute that could be paid to him to state that his men never deserted, showing their appreciation of the deep sympathy that he had with the troubles and discomforts of the forecastle hand under sail. He was one of the earliest members of the Imperial Merchant Service Guild, one of their first floating agents, and invariably flew the Guild flag in port. When the *Shakespeare* was in Iquique, Captain Tod always had her placed at the disposal of the Mission as the Bethel ship on Sundays.

But in this social connection a good deal of his

success was undoubtedly due to Mrs. Tod, who always travelled with him with their two little daughters, who were naturally made a great fuss of by all hands. Husband and wife were the soul of hospitality, and when in port they used to love to keep open house for the apprentices round about and hold surprise dances on the poop. Mrs. Tod was always a real mother to the lads in her husband's ship, and naturally was loved in return, one typical little touch of kindness being that on the occasion of an apprentice's birthday she would always beg the luxury of duff for all hands and not only the half-deck. Small wonder that the *Shakespeare* was a particularly happy ship when under the command of Captain Tod, who, it may be mentioned, finally died as master of one of Miller's Glasgow steamers.

Captain T. Richardson succeeded Captain Tod, and Captain W. J. Scott followed him, taking over just before she was sold to C. A. Larsen in 1905 and transferred to the Norwegian flag. He employed her tramping until 1916, when she was resold in Norway, and in the following year caused grave anxiety by the time that she took on the run from East London to Boston with a half-million-dollar cargo of wool. Nothing was heard of her until she put into Bermuda short of provisions, but she was safe enough. In the latter days of the War she was employed principally between the United States and South America, and earned very big freights.

Sold while boom prices were still obtainable after the Armistice, she ran for a time principally to the

West Indies, but at the beginning of 1921 was laid up for a year and then transferred twice in rapid succession, her final owner being H. Hansen, of Brevik.

He put her on to the Baltic timber trade to the Thames, and she became a very frequent visitor with intervals laid up and another short break while she was used for the film "The Rolling Road." In 1928, while laid up, she was sold to A. W. Soderstrom, of Hango, and went under the Finnish flag, but continued in her London service.

Her unlucky year was 1930, for when she was fully booked with timber charters and was outward bound from London to Gefle in ballast to collect another cargo, she was in collision on the 25th May with Lambert Bros'. steamer *Temple Pier*, being towed back to Gravesend by Watkins' tug *Arcadia*. Her bowsprit went, and when she was repaired her original figurehead, which was quite a fine one, was replaced by an ugly billet. While lying at a buoy off Gravesend, she was fouled by a sailing barge, and three days later, when entering the dry dock, she was run into by the Baltic steamer *Baltonia*, and had her stern damaged as well as her bow. She had left Gravesend on a Friday.

After repairs she did another voyage and returned for more timber, leaving Pitea for London again on a Friday and in addition with thirteen men on board. Two days out she was found to be leaking badly, and had to be pumped twelve hours a day, while to begin with she encountered nothing but head winds and fog. Then on Friday, the 24th October, she was wrecked on a reef near Norrskar in a very

exposed position. Three days afterwards a gale sprang up, the masts in going overboard ripped up the deck, and in a short time there was little left of the old *Shakespeare* but a few fragments drifting with her cargo towards the Swedish coast.

"THE TWEED"
(1854)

Built originally as a paddle frigate at Bombay, in 1854, for the East India Company's navy. Converted into a wooden merchant ship of dimensions 250 by 39·6 by 24·7 feet depth of hold. Gross tonnage, 1,751. Nett tonnage, 1,646.

The famous John Willis clipper, *The Tweed*, bore signs of her naval origin to the end of her days although later this impression was lessened by the fitting of double topgallant sails. According to sailor's tradition her lines were copied in the *Cutty Sark*, but the most careful examination failed to show any great similarity between the two.

"TWEED"

"THE TWEED" (1854)

JOHN WILLIS'S famous sailing ship *The Tweed*—the article was included in her name—differed from most of her contemporaries in that she was originally designed as a steam man-of-war, yet it certainly made no difference to her speed and sailing qualities and she could stand up to the best of the clippers. When she was launched in 1854 by the Wadia family's famous Bombay yard—the same yard that turned out the training ship *Cornwall*—she was the *Punjaub*, of the Honourable East India Company's Navy, a paddle frigate mounting ten 8-inch guns.

Tradition has it that her lines were taken from a very famous French frigate which played havoc with British commerce from their base at Mauritius, but if the story is true it would appear that the adaptation was a very free one, and that the designers of the *Punjaub* received little more than suggestions. Her sister was the *Assaye*, which curiously enough also became a sailing trader when the East India Company's Navy was disbanded.

Her career as a man-of-war can be passed in a few words, for in this case her interest is as a merchantman. No expense was spared on her construction. The tonnage of warships was then taken in the old burthen measurement, which gave the *Punjaub* 1,800, her paddle engines having a nominal horse power of 700. She was launched at Bombay on the

21st April, 1854, carried troops towards the Crimea, fought in the Persian War, and did excellent service during the Indian Mutiny of 1857.

In 1862 the Indian Government ordered the *Punjaub* and the *Assaye* home to England to be converted into screws, as was being done with so many liners at that time, but in the meantime the old Navy collapsed, and John Willis, of London, bought the two ships for £44,000 the two. The *Assaye* was immediately resold, the price always being understood to be £40,000, and he then got an additional £12,000 for the engines and boilers of the *Punjaub*. A good deal of that, however, was spent in cutting her in half and lengthening her, for in her original form her lines were far too fine for carrying purposes.

Old Captain Stewart of the *Lammermuir* saw her while the work was being done and fell in love with her at once, co-operating wholeheartedly with his employer in devising the rig that was suitable for her somewhat unusual hull and taking command of her as soon as she was ready for sea. In his way, Captain Stewart was as remarkable a man as his employer, or as the ship which he commanded. Coming from Peterhead, he had salt water in his blood, and those who served under him were the first to say that he was a sailor and a gentleman, although for years he could never keep his mates. This was not due to any ill conduct on his part, but because he knew the ship to a hair and knew what she would stand; the mate's inevitable shortening of sail as soon as the "Old Man" was off the deck led to a tremendous row as soon as he put his head

up again, which was generally in a matter of minutes. The 'sixties and 'seventies created a generation of sail carriers, but few cracked on quite as much as old Stewart.

His appearance at sea was somewhat bizarre for one of the crack master mariners of the day, always in a long frock coat with pepper-and-salt trousers, black velvet smoking cap with a gold tassel, and never without gloves. But there was no doubt as to his seamanship; the fact that he drove *The Tweed* in the way he did without losing a single spar is quite sufficient proof of that. His first mate was Moodie, who was afterwards master of the *Cutty Sark*.

She showed her man-of-war origin in her long forecastle and poop, which added very greatly to her comfort. In the former there was room for the men's sea chests under their bunks, which was a great boon, and although the cables ran through it, with the result that it inevitably got washed out when the ship was at anchor, it was fully appreciated. The poop was an unusually long one, and on the starboard side it originally had accommodation for the petty officers, while the officers were on the port. Later the former were moved forward. It had a very big saloon with the passenger cabins ranged round at either side and a table running its whole length with settees alongside it. Above it was a particularly handsome teak skylight and companion, while the square stern with quarter galleries and big windows belonged to another age.

When John Willis bought and converted her he could not help being a little apprehensive as to

whether he had bitten off rather more than he could chew, for she was very much bigger than any other ship on the China trade and the Australian run was then doubtful. Happily for him, there were plenty of other jobs for her, her first charter with four other big ships being to take the Persian Gulf—Indian cable out from the Thames. For this they were all fitted with watertight tanks under the superintendence of Captain Dicey, whose name is more generally associated with the double-hulled packet steamers, and the departure of *The Tweed* was somewhat delayed by the fact that she caught fire in the West India Dock while fitting out. After that job was done she carried rice for the Indian Government, and then acted as a transport, being fitted at Bombay as a first-class passenger ship. But she often called in at an Indian port for troops in the course of her trading voyages.

On the Australian and New Zealand passenger trades she soon made a great reputation, being chartered by the Agent General for New Zealand time and again and carrying large numbers of independent passengers to Melbourne. Coming home she tried various routes and various trades. In those days she was naturally rigged as fully as possible, carrying studding-sails, Jimmy Greens, savealls, and everything else that would get or might get an additional fraction of a knot. The single topsails with which she originally came out were changed to double for the greater part of her career.

Captain Stewart was succeeded by Captain A. Bice, who had been his mate for some time. But there was a great difference between the mate's job

and the command, and he could never get nearly as much out of the old ship as his veteran predecessor. Tradition says that he died of a broken heart at his lack of success in a ship which he loved well; certainly he was soon laid to his rest and succeeded by Captain J. M. Whyte, another great character about whom innumerable stories are told.

Under him she made some excellent passages, which is very greatly to his credit, for she was beginning to show her age. In the early 'eighties her luck changed, and she began to lose things, so that when Captain Moore, of *Cutty Sark* fame, took command in 1885 her day was done. In 1888 she was dismasted in South African waters, towed into Port Elizabeth and, after a careful survey, condemned as not being worth anything but scrapping.

THE "TORRENS"
(1875)

Composite ship, built 1875 by J. Laing, of Sunderland, for a syndicate headed by Captain Henry Robert Angel. Dimensions, 222·1 by 38·1 by 21·5 feet. Gross tonnage, 1,335. Nett tonnage, 1,276.

Built in what was perhaps the finest period of the Australian passenger trade under sail, the *Torrens* is always put down as a ship with a remarkable personality and is remembered, among other things, for having had the honour of numbering Joseph Conrad, the author, among her officers. Another feature is the extraordinary connection between her and the Angel family as owners, masters, officers and apprentices; the ribald would describe her as "the Ship of the Angel Host".

"TORRENS"

THE "TORRENS" (1875)

THE famous old *Torrens* of 1875, one of the best known sailing ships on the passenger service between London and Australia, will always be associated with the Angel family, a family which has been sailors as far back as it can go. In the early days its members were mostly the owners and masters of coasting craft with a little privateering thrown in as flavouring, but Captain Henry Robert Angel, who was the principal shareholder in the *Torrens*, was a deep sea man and had already commanded such ships as the *Glen Osmond* and *Collingrove*.

He superintended the building of the new ship at Laing's Yard at Sunderland, and then went to sea in command, while the management of the ship was in the hands of the Elder Line, who had great wool and copper interests in South Australia.

She was a composite full-rigged ship, copper fastened and teak planked, with a gross tonnage of 1,335 on dimensions 222·1 by 38·1 by 21·5 depth of hold, and over a beautifully shaped hull she was heavily sparred. In her earliest days she crossed a main skysail and carried stu'nsails, but these very soon went, although to the end of her days she made great use of passaree booms and to compensate very seldom carried more than one or two staysails, four at the very most.

She was an excellent sea boat, and although she plunged rather badly when close hauled, she was a perfect wonder running and was remarkably dry in the worst of weather, never taking it on over the poop and very seldom in the waist.

She was specially designed to carry first- and second-class passengers, and was one of the most popular ships on the South Australian service for this purpose. The first-class were under the poop, the state rooms being gathered round the saloon in the ordinary way, while the second were in the 'tween decks under the forecastle. On one occasion she left London with ninety passengers, and this is believed to be her record. Like many of the Australian ships of that day she was beautifully furnished and fitted, and although the length of the poop—80 feet—caused the mizzen mast to run through the saloon, it was easily arranged to have the tables before and abaft it, and it was no disadvantage.

The captain's cabin led out of the saloon right aft, with the best state room alongside it, while the mates had their quarters in the deck-house. The half-deck for the apprentices was originally here also, but in the middle 'nineties the second-class accommodation was practically suppressed and became the half-deck, after which she took to carrying a dozen apprentices or more each voyage.

The old *Torrens* was certainly a flyer, but perhaps she showed at her best in light airs, when she would ghost along when rivals could not get steering way. Captain Angel always considered her popularity as a passenger carrier and for comfort would always

return by way of the Cape of Good Hope instead of the usual route via Cape Horn.

The first Captain Angel knew how to carry sail, the whole family had a reputation in that direction, and under him she made some very noteworthy passages, logging a record with a time of sixty-four days from Plymouth to Adelaide, and making a great reputation in Australia, where they took very full notice of every smart passage.

The original Captain Angel retired from the sea in 1890, although he did not die until 1923 when, at the age of ninety-three, he took a sea voyage in a liner, and in bad weather broke his thigh through being thrown into the scuppers when the ship lurched. When he gave up the command it was taken over by Captain W. H. Cope, who had been in command of the famous Hooghli tug *Dalhousie*, was a very old friend of Captain Angel's, and had long been promised the command of the *Torrens* if any change was made. He was wired for, resigned his command in India, and arrived in London on the day his new command was scheduled to sail. With him as a boy sailed Sydney Angel, the nephew of Captain H. R. and the son of Captain Richard of the *Beltana*, later ship's husband to the Elder Line, who is well known in Gravesend in connection with the Sea School.

Captain Cope's first voyage was a very unlucky one, for she was caught in a squall and the foremast went by the board, carrying with it the main topmast and the mizzen topgallant. Most of the wreckage went over the side, taking the bulwarks with it, but the main upper topsail yard came down

perpendicularly and penetrated the poop, passing through the cabin of a passenger who was lying in his bunk. The foreyard fell on deck across the cow pen, keeping the cow inside on her knees for twelve hours, when she emerged quite uninjured. The accident happened at noon, and all hands were at work until four in the morning cutting away the wreckage and getting the ship clear. She was towed into Pernambuco by a passing liner and had the bad luck to catch fire while under repair.

After that mishap she continued on her career of triumph. Joseph Conrad, the famous novelist, who was a great personal friend of Captain Cope's, served in her as chief officer for nearly two years and proved himself a magnificent sailor. Captain Cope left her in 1895, going into the Nippon Yusen Kaisha, in whose service he is not to be confused with the well-known London Marine Superintendent. Captain Sydney Angel had already rejoined the ship as third mate, and having got his ticket he sailed as second on the next voyage, when his cousin, Captain Falkland Angel, was in command.

He was the second son of Captain H. R., the elder having been killed by falling from aloft in the old *Collingrove*, and certainly made the old lady walk. In one day she logged 370 miles, and the tradition is that she reached 18½ knots, but this is an exaggeration, 16½ being the authentic figure, and a very good figure too. In 1899 she was in trouble again, hitting what was popularly reported to be Penguin Island, but which was found at a careful Board of Trade enquiry to have been an iceberg. On this voyage Miss Martin, a daughter of the banker, was a passenger

on board, and she married Captain Falkland Angel soon after its conclusion.

In 1903 the famous old ship was sold to the Italians, who kept her under the name that she had glorified and refrained from cutting her down to a barque as they did to so many of the sailing vessels that they bought. Under their ownership she had several accidents, and was finally broken up in 1910.

EAST INDIAMAN "TRUE BRITON"
(1790)

Wooden ship, built in 1790 by Wells, of Deptford, for Robert Wigram, of Blackwall. 1,209 tons by Builder's Measurement.

In addition to being the ship on which the fortunes of the Wigrams of Blackwall were founded, the *True Briton* is interesting as being typical of the finest type of eighteenth century East Indiaman, when the exigencies of wartime had forced them to adopt many shipbuilding improvements which later became standard practice. Enjoying big crews, the East Indiamen were very heavily rigged and carried the armament of a man-of-war, although their small gun ports and congested decks prevented them using it like one.

"TRUE BRITON"

EAST INDIAMAN "TRUE BRITON" (1790)

THERE have been many sailing ships named *True Briton* connected with the London River, from the year 1746 at the least to the ship which is generally regarded as the last of the Blackwallers, and which is still remembered by many connected with Thames-side shipping. But the most noteworthy of all was the one built in 1790, for not only was she the biggest and finest East Indiaman of her day, but her profits gave us the firm of Money Wigram, which had so much to do with the finest days of Thames shipping and shipbuilding.

It is not as generally known as it should be that the East India Company did not actually own their own ships. They tried building for themselves in the early seventeenth century for which purpose they established a yard on the Thames, but they found that they were so iniquitously robbed by their own people that they decided that it was cheaper and more satisfactory to charter. This was done with certain limitations, for the ships had to be built under their supervision, and were very often designed by their own architects. In return they gave the owners of the ships—who were then known as ships' husbands before the phrase came to be applied to the predecessor of the marine superintendent—a definite charter for six voyages. At the end of that time they were presumed to be worn out for the Company's

service, although there were many which were granted an extension at the end of that period. Few, if any, undertook more than nine voyages under the Barred Ensign, but at the end of that time they generally found a purchaser at a very good price who would run them for years.

Another point on which there is considerable misapprehension is the size of the East Indiaman, the ideas of most people being grossly exaggerated. For many years their tonnage was almost invariably 499, the reason of this being that it was the law that ships of 500 tons and over should go to the expense of carrying a chaplain. As one runs through the list of Indiamen one cannot help being struck by the widely differing dimensions of ships whose tonnage worked out at 499, and one cannot help wondering whether it was not worth the while of the surveyor to do what the company desired.

The *True Briton* had a tonnage by builders' measurement of 1,200, and was the biggest ship on the Company's register until well into the nineteenth century. Size had been forced on the East Indiamen by the necessity of their being able to defend themselves against French attack, and this increased size forced the Company's architects into improvements in shipbuilding methods which were of the very greatest benefit to the Mercantile Marine as a whole. Iron knees were among these, for until the East India Company took to them it was necessary to find naturally bent timber for the purpose, and during the French wars the Navy demanded all that was available.

Apart from her size, the *True Briton* was note-

worthy as being the first East Indiaman which Robert Wigram had built for him, and into her design he contrived to get embodied a number of points which were the result of his own experience and that of his friend, Captain William Money. She was built out of the profits made with the purchased *General Goddard*, a ship of 755 tons, which he had bought some time before.

Robert Wigram was in a very good position to go in for the shipowning business, for he had practical experience to work upon, both in India and on the business side. He was the son of an Irish privateer captain who was drowned while his son was still a baby, and being apprenticed to a doctor, he entered the East India Company's service as a surgeon. Like most of the Company's officers, he ran private ventures alongside his duty, so that when his sight gave out and he had to retire, he did it with a capital of £3,000, which was not bad for the savings of only three years at sea.

With this he set himself up as a wholesale druggist, and doing well, he bought the *General Goddard* with four more voyages on her charter agreement with the East India Company. On her fifth voyage, the third under Wigram's ownership, she was commanded by William Money, junior. It will be noted that the Moneys and the Wigrams were originally two families, the familiar Money Wigram coming later, when Robert christened one of his sons after his old friend.

The *True Briton* was built on the Thames in 1790, being the fourth ship of the name in the East India Company's list. Those that preceded her were

built in 1746, 1760 and 1773 and when he wanted to lay his ship down, the *General Goddard* being still in full commission, he bought the rights of the one built in 1773, which was one of the strange things that a ship's husband could do in the old Company days.

When she was completed he put her under the command of Henry Farrer, and sailing from the Downs in February, 1791, she returned in May, 1792, after a voyage to Madras and Whampoa. Her second voyage was to Bombay and China and lasted from May, 1794, to December, 1795. Then Captain Farrer stood off for a voyage, and Captain William S. Clarke took her out to Whampoa and Macao from June, 1796, to March, 1798. Farrer returned for the fourth voyage, which was to the Indian Coast and China, and which lasted from April, 1799, to the last day of September, 1800. These passages give a good idea of the leisurely proceedings with the old East Indiamen, for although they were powerful ships and some fast passages stand to their credit—generally when they were being chased by Frenchmen—it was the rule to snug down to topsails every night, and a fast run was the last thing that they worried about.

Before she sailed on her fifth voyage Robert Wigram transferred the ship to his son Robert—one of over twenty—who reinstated Captain Clarke in command. That was to Madras, Amboyna and Whampoa, and lasted from March, 1801, to January, 1803. Then Henry Hughes took her over on her sixth voyage, the last under the original charter, which was to Whampoa direct. She sailed in June,

1804, and returned in September, 1805, a very poor passage when compared with those made by the China clippers over the same route.

At the end of her sixth voyage she was very carefully surveyed and passed as being fit for two more, the fact that the country was at war and shipbuilding prices were very high probably having something to do with it. The freight arranged for these two voyages was £18 a ton peace basis, with certain allowances, and an extra £9 war bonus. Clarke returned to her command to take her out to Bombay and China, sailing in February, 1807, and returning in July, 1808, and then he seems to have retired on his fortune and handed over the command to George Bonham. She was destined for the same voyage, and left St. Helen's Roads on February 24th, 1809. On October 18th she parted company from the Bombay ships, with whom she had been sailing in convoy for mutual protection, and nothing was ever heard of her again. It is supposed that she foundered, but how and where is one of the unsolved mysteries of the sea. At the time she was carrying cargo which the East India Company's stockbooks reckoned to be worth £22,300.

The name was revived in 1835 by old Robert Wigram's son, and again in 1861, in the ship which many people still remember.

THE "YALLAROI"
(1885)

Iron ship, built 1885 by A. Hall & Co., of Aberdeen, for A. Nicol & Co., of Aberdeen. Dimensions, 245·8 by 38·1 by 22 feet depth of hold. Gross tonnage, 1,565. Nett tonnage, 1,499.

The 'eighties were a period of experiment with sail and various ideas were tried for improving the efficiency of the ship or occasionally, one suspects, from a desire to be different. The *Yallaroi* was actually a three-skysail-yard ship, but the topgallants had so little hoist that she was very often put down as a double-topgallant-sail ship and her peculiar rig was the subject of infinite argument among sailing ship men.

"YALLAROI"

THE "YALLAROI" (1885)

THE *Yallaroi* and the *Torridon*, which was practically her sister, had several distinctions, one being that they were the last sailing vessels built by Halls, of Aberdeen, who had been responsible for so many of the clippers, another that they were the best sailing ships owned by the fine house of Nicol, and another that they had such a peculiar rig that they gave sailormen plenty to argue about, some of the arguments being still unsettled. Until their day, Nicol had always gone to Hood, of Aberdeen, for his ships, the last that he had built being the famous *Cimba*, of 1878, but Halls had their own ideas, and instead of being low and broad like the *Cimba*, the *Yallaroi* and *Torridon* were designed with a lofty and rather narrow sail plan. Practically the only difference between these two ships was that the *Torridon* had a bowsprit and jibboom, while the *Yallaroi* had a short horn, and this again provided food for argument. Both were very much more lightly rigged than previous ships in Nicol's ownership and had very much fuller lines than their predecessors.

The *Yallaroi's* iron hull had dimensions 245·8 by 38·1 by 22 feet depth of hold, the gross tonnage being 1,565, which was a big jump from the 1,174 of the *Cimba*. She was built for the Australian trade purely and simply, and had a fairly good turn of

speed with a free wind, but was certainly not weatherly on a wind. Her best point of sailing was the wind on the beam, and the ship would run until all was blue when it was aft. She never made any particularly striking passages, but was content with a reasonable average and was an excellent seaboat.

The greatest peculiarity of the rig of the two ships was that there was a short hoist to the topgallant yards, which gave the appearance of double topgallants when she was under sail. The great question was whether they were double topgallants or single topgallants and royals, and the matter is one of infinite argument, but in any circumstances the people on board used to treat them as double topgallants. Nobody has quite decided exactly what the idea was in fitting this. It certainly stretched the sail, but the question is whether it was not merely for the ship to look her best in Sydney, where people took a great interest in sailing ships in those days and where appearance went for a lot. Nicol knew the value of this impression and all his ships were smart, the *Yallaroi* to an extent that earned her the nickname of "The Sydney Paint-Pot". Everything possible was white and beautifully kept, and she and the *Torridon* dropped the Aberdeen green hulls which most of the fleet had and went in for a grey lower hull with a line of painted ports and black topsides.

Under Captain J. Brown, who had command of her the whole time she was under the British flag, this smartness was not confined to paint or nicely crossed yards; she was a smart ship all the way through. Her owners had assisted him by giving

her a very fine forecastle for those days and comfortable half-deck in the forward part of the deck-house, while the mates' and captain's rooms were under the poop round the saloon. The accommodation was undeniably good, and Captain Brown, who loved his ship like a child, believed that you cannot keep a good ship without good men and that you cannot keep good men without feeding them well. Consequently, she was always a very well-fed ship and one of his first thoughts was to see that the galley was kept in first-class order. His cooks and stewards knew what was expected of them and lived up to it—they did not last long if they did not.

Captain Brown was a fine sailorman and a strict disciplinarian, who had his own little ways like most of the masters in those days. He was rarely seen on deck at night, only in very exceptional circumstances. When he said good-night to the officer of the watch it was understood to be until the morning. When he reappeared then, he always punctiliously saluted the officer of the watch and anybody who appeared on the poop, although he would seldom have another word to say to anybody but the chief officer from one end of the voyage to another.

As soon as she was completed she was put on the Australian trade and did well on it, although, as has been mentioned, she did not make any record-breaking passages. She was just a good, healthy, fastish ship, a satisfactory divident earner, and a very comfortable packet for a sailorman to get into. Everything reasonable was done to save unnecessary labour, and she was fitted with patent chain-braces on the foreyard, with a winch amidships, which

answered very well. Opinion was not so unanimous on the point of everything aloft being wire, even the royal buntlines.

In 1906, unfortunately, Nicol retired from the shipowning business and sold his last four units, the *Yallaroi*, *Torridon*, *Romanoff* and *Gostwyck*. Only the last-named remained under the British flag, the *Yallaroi* going to Italians for £4,400. Two years later she changed hands again in Italy, her new owners carrying out sundry alterations, which reduced her gross tonnage, and running her until 1916, when the price of tonnage soared and they got a colossal price for her. She made big money on various trades, but had to contend with difficulties and her owners had the mortification time and again of seeing her tied up in port when there seemed to be no limit to freights. Even after the War she contrived to find cargoes and ran regularly backwards and forwards across the Atlantic until the summer of 1921. When unloading at Genoa she caught fire and her owners laid her up for twelve months, sending her out for one last round voyage to South America and Philadelphia before bringing her back to Savona to be broken up in the early summer of 1923.

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FROM the earliest days of authenticated history down to the disappearance of the British sailing ship, the Port of London has been associated with the finest vessels under the British flag, either by ownership or route. Everyone of these ships had a personality of her own which appealed to the sailorman.

The Sailing Ships of the London River have run into such colossal numbers, that any complete history is a colossal task.

In this book the author has not attempted any such thing; apart from a very rapid review of the story of sail in connection with the Thames, he has contented himself with a number of biographies of ships of all t but mostly those which are still within the memory of the older generation or about whom stories still circulate where sailormen gather together to yarn. The biographies are concerned with the personality of the ships as their men knew them, the minor matters of accommodation and comfort which made all the difference to the sailor and the peculiarities of the men who took them to sea. This book will be greatly valued a few years hence when there shall be no more sail, and many things of these ships are in danger of being totally lost and forgotten.